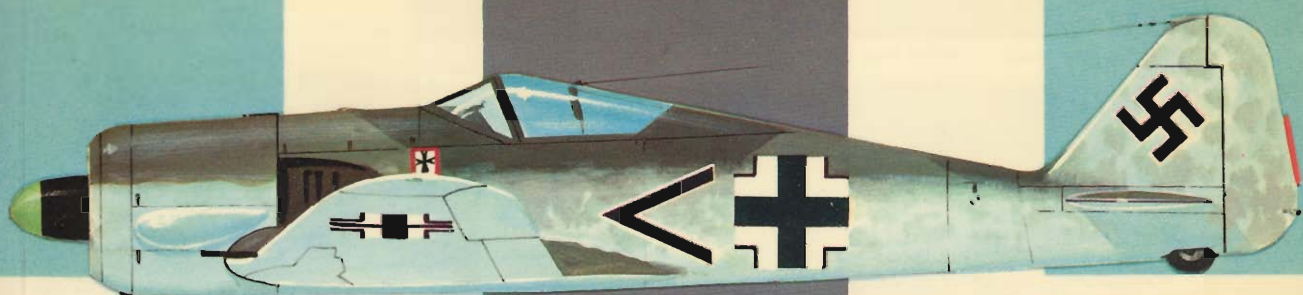
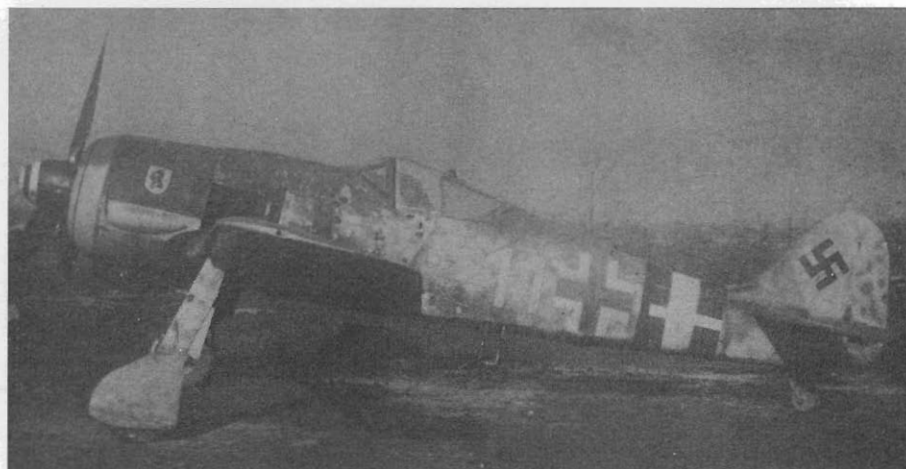
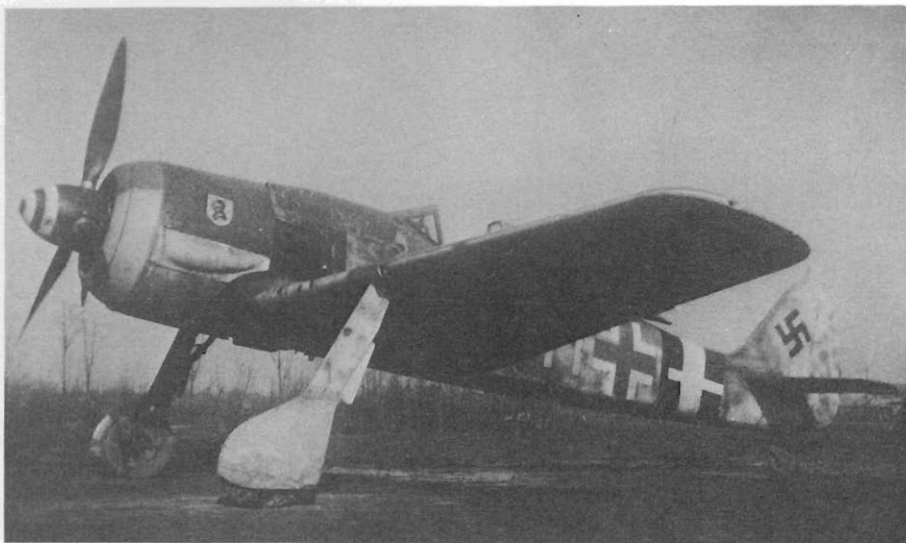


FOCKE-WULF Fw 190A/F/G LUFTWAFFE





Above & left: An Fw 190A-8 of the "Sturmstaffel" of JG 4, note the blue-white-blue Home Defence bands round the rear fuselage and the Staffel insignia on the cowl. (Selinger)

Below: Detail shot of the cockpit area of the Fw 190A-7 flown by Obstdt. Josef "Pips" Priller, Kommodore of JG 26 "Schlageter", June 1944.



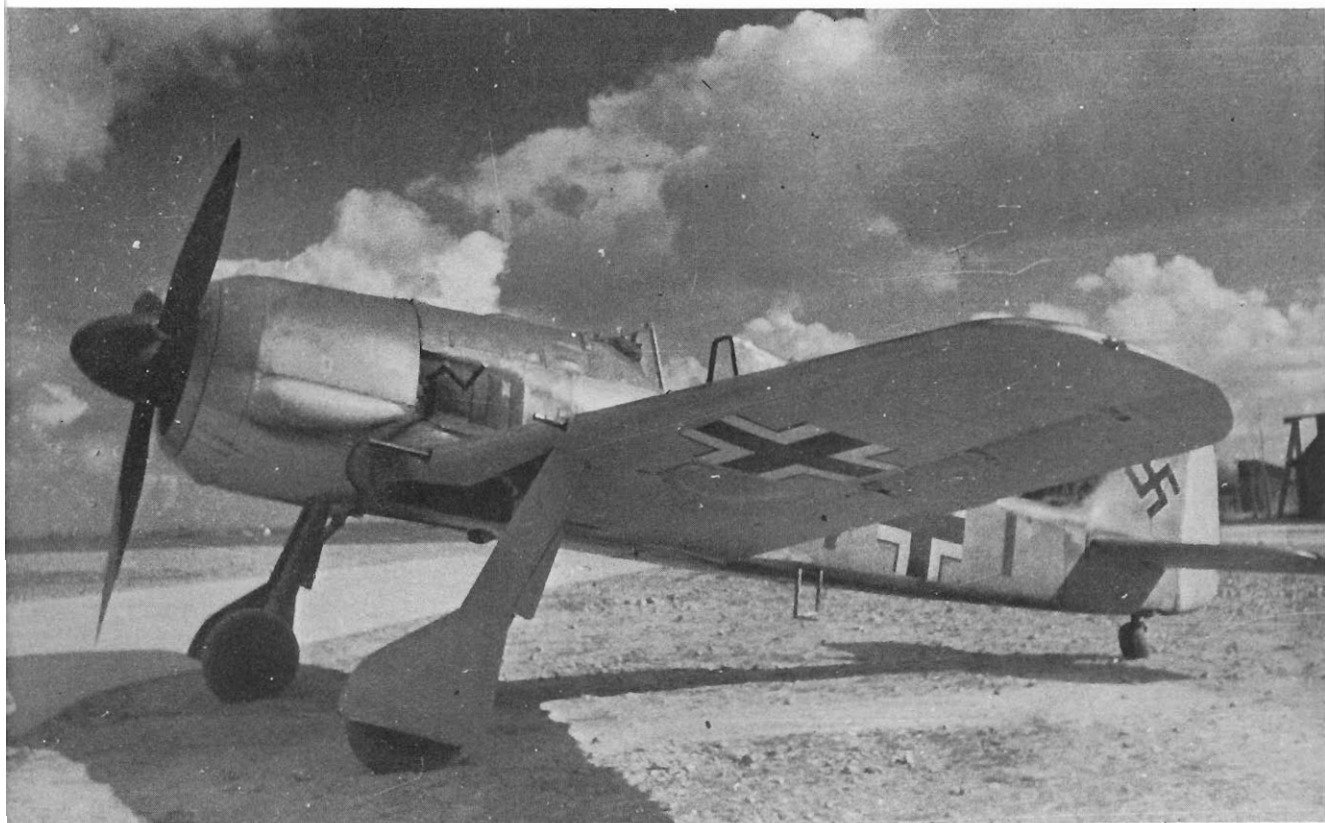
FOCKE-WULF Fw 190A/F/G LUFTWAFFE

Illustrated and compiled by
Richard Ward

Text by
Christopher Shores

ACKNOWLEDGEMENTS

The Focke-Wulf Fw 190 was certainly one of the most, if not within its performance envelope, the most successful radial engine single-seater fighter of WW II, added to this may be the ground-attack role in which it served in ever increasing numbers from 1943 to the end of the war in 1945. Yet, by comparison with the Bf 109 little has been written of its operational history and about the same amount of pictorial matter has been published. It is hoped that the text, colour and black and white illustrations to be found in this book will fill this gap. Acknowledgement must be made as always to the published researches of Herr Karl Reiss Jnr., to Hans Obert and lastly to the Bundesarchiv whose photographs illustrate the bulk of this book. All photographs are Bundesarchiv except where otherwise credited.



Focke-Wulf Fw 190A-5 in standard camouflage complete with inertia starting handle on its dispersal area.

Published by: Osprey Publishing Limited, England

Editorial Office: P.O. Box 5, Canterbury, Kent, England

Subscription & Business Office: P.O. Box 25, 707 Oxford Road, Reading, Berkshire, England

The Berkshire Printing Co. Ltd. © Osprey Publishing Ltd. 1974 ISBN 0 85045 203 1



Above: Fw 190A-2 revving-up alongside a Do 217E on Bordeaux-Mérignac airfield.



Above & below: An Fw 190A-4 of a service test unit displaying the code 03+11 in white on the fuselage. Note black green spine extending from engine cowling to aft of the fuselage cross, a larger area than normal.





Seldom seen in print, an Fw 190A-4 believed to be from JG 51 "Molders" flying escort to a pair of Stukas of St.G./77 over the snow-clad plains of Russia.

FOCKE-WULF Fw 190A/F/G

In the early autumn of 1941 the pilots of Spitfire 5 fighters of the Royal Air Force's Fighter Command, reported meeting small numbers of a new German fighter during their regular forays over the coastal region of North-Western France. The new aircraft was considered unusual at that stage in that it was powered by a radial engine, at a time when the world's best fighters were virtually all seen to feature the "pointed" nose of the more streamlined inline power plant. Initially the Intelligence authorities suggested that these surprise new opponents might be Curtiss Hawk 75As captured from the French in 1940, and now pressed into service by the Luftwaffe. This theory quickly fell by the wayside, for it was at once apparent from early reports that the fighter possessed a performance in many ways superior to both the Messerschmitt Bf 109F, and the Supermarine Spitfire 5, the then-current equipment of the major combatants.

In fact the mystery fighter was a completely new aircraft, the existence of which had completely escaped the attention of Allied Intelligence. Indeed, development and production of the Focke-Wulf Fw 190A had already been delayed during 1940 due to the belief in high places in Germany that the war would be swiftly won, and that no other fighter than the Bf 109 would be necessary for the task then facing the Luftwaffe.

The failure of the Luftwaffe's day and night assault on England, and of the attacks on Atlantic shipping by U-boats and surface raiders, in their efforts to bring the stubborn British to sue for peace, caused a distinct upset to the German plans. The subsequent appearance over France and the Low Countries of the RAF, aggressively bringing the war home to the Luftwaffe in the occupied countries, coupled with Hitler's plans for an invasion of the Soviet Union in summer 1941, led to a complete rethink, and development of the Fw 190 was then pressed ahead with all speed.

The development history of this aircraft has been adequately covered in great depth elsewhere, while its service career has received much less space. Since it is the intention of the Aircam series to illustrate aircraft in their service and operational environment, it is on that aspect which this text will concentrate.

Introduction to service of the cannon-armed Spitfire 5 by the RAF at the beginning of 1941 swiftly countered the appearance with the Luftwaffe of the Bf 109F, which began replacing the Bf 109E—the backbone of the Jagdflieger during 1939–40—at about the same time. Although the German pilots were able to hold their own, they possessed no margin of superiority in performance over their opponents. So long as they were able to meet them in approximately equal strength, this factor was not of prime importance, since

they had all the other advantages, particularly that of operating over their own bases, rather than facing a long over-water flight before and after combat.

This situation did not last however. In spring 1941 it became necessary to despatch fighter units to North Africa, and also to the East, prior to the attack on Russia. Assistance to the Italians in the subjugation of Malta, and the necessity to occupy the Balkan states of Yugoslavia and Greece, created a further drain on available units, and by the beginning of June 1941, strength in France had fallen to two Jagdgeschwadern (JG 2 and JG 26), with about 200–300 Bf 109Fs. The defence of Northern Germany was in the hands of two Gruppen of JG 1, while Norway was defended by two Gruppen and one Staffel, which would also be called upon for operations to the East.

Against this background, the necessity for a superior aircraft to counter the growing number of British fighters crossing the Channel, had become paramount. A pre-production batch of Fw 190A-O aircraft was completed in the February–June 1941 period, these early aircraft featuring a slightly larger wing than the earlier prototypes. Armament of these first fighters of the series included four synchronised 7.7mm MG 17 machine guns, two above the engine in the nose, and one in each wing root, while a pair of unsynchronised 20mm MG/FF cannon were mounted in the wings, outboard of the airscrew disc.

To speed service introduction, these pre-production aircraft were tested not only by test pilots, but by selected operational fighter pilots. The aircraft was thoroughly evaluated by two senior pilots of II Gruppe, Jagdgeschwader 26 (II/JG 26), and was flown in mock combats not only with other German fighter types, but also with captured enemy fighters, including examples of the Spitfire.

The Fw 190A proved to be a formidable performer, faster than the Spitfire at most altitudes in level flight, in the dive, and in a zoom climb. While not able to match the British fighter's superlative turning performance, the Fw 190 far excelled it in the rolling plane, thus enabling it to aileron turn and dive away to safety if caught at a disadvantage.

Production of the initial service version, the 190A-1, now went ahead apace, and in August 1941 the first examples were delivered to II/JG 26 at Le Bourget. After initial unit-level trials, the handful of aircraft were flown operationally, first seeing action on 27 September 1941 when four Fw 190A-1s engaged a superior force of Spitfires over Dunkirk, claiming three of the enemy shot down for no loss.

In November II Gruppe handed its aircraft to the Geschwaderstab (Staff Flight), as it and I Gruppe prepared to receive the first of the improved Fw 190A-2s, which were now

beginning to flow from the production lines. In this latter aircraft, the outer wing MG/FF guns were replaced by the improved and faster-firing MG 151 20mm cannons.

Early experience with the Focke-Wulf fighter was not all happy, and JG 26 suffered some serious serviceability problems with the aircraft. Indeed, the first attempt to introduce it into service on the Russian front failed for just such reasons. A few Fw 190A-1s were issued to II/JG 54 during November 1941, but so severe were the engine troubles suffered with the BMW 801 radial, that the new fighters were rejected, and by January 1942 the Gruppe was again entirely equipped with Bf 109s. No further attempt was to be made to operate the Fw 190 in the East for nearly a year.

By the beginning of 1942 I and II/JG 26 were fully equipped with Fw 190A-1s and A-2s. Production had now begun on the A-3, 509 of which were to be built by 1943. The new model featured an improved armament, the MG 17 machine guns in the wing roots being replaced by synchronised MG/FFs to give the fighter a most devastating armament of four 20mm cannon and two machine guns. The first examples of these improved aircraft were supplied to JG 26 early in the new year, and swiftly the remaining A-1s were phased out of front line service, being transferred to the Jagdfliegerschule (fighter schools). Large numbers of Fw 190A-3s were to be used for armament tests during the next few months, both for the carriage of bombs, and for the addition of further guns, or of weapons of greater calibre.

While the RAF had been meeting increasing numbers of Fw 190s during the autumn of 1941, the inclement weather of the winter months had substantially reduced the number of sorties flown, cloud and poor visibility further reducing the number of occasions on which clashes occurred. The Fw 190's first true test in action on a large scale was undoubtedly in February 1942, when the German battleships *Scharnhorst* and *Gneissau*, and the battle-cruiser *Prinz Eugen*, made their famous dash through the English Channel beneath the noses of the British defences. The object of the exercise was to remove the vessels from the port of Brest, where they had been virtually trapped, and were the targets of continual bombing attacks, to the relative safety of the North German Baltic ports.

By a fortunate mixture of good luck and good planning, the vessels left port by darkness undiscovered, and were well on their way through the Channel when they were first spotted by chance by a pair of Spitfires on 12 February. The British forces were slow to react, and when they did so, they found the ships under a strong and continuing air umbrella personally planned and supervised by the General der Jagdflieger, Adolf Galland. The Fw 190s of JG 26 played no small part in this operation, being mainly responsible among other things for the destruction of the formation of torpedo-carrying Swordfish biplanes, led by Lt.Cdr. Eugene Esmond, who received a posthumous Victoria Cross for this suicidal attack.

When darkness swallowed the ships once more, undamaged by bomb or torpedo, although one vessel had struck a mine, the German fighters had claimed 49 British aircraft shot down, with 13 more probables, for the loss of only seven fighters. While Bf 109s of JG 1, JG 2 and III/JG 26 can claim credit for some of these, it was the Fw 190s which had borne the brunt of the fighting.

As more Fw 190s became available, further Gruppen were selected for re-equipment, and by April 1942 I and III/JG 2, and 6 Staffel of II/JG 2 had exchanged their Bf 109Fs for Fw 190A-2s and -3s. Delivery of A-3s soon led to replacement of the remaining A-2s, and by the end of May, Stab I and II JG 26, II and III/JG 2 were entirely equipped with this model.

Late in 1941 each Geschwader in France had formed an additional tenth Staffel for fighter-bomber duties, initially equipped with Bf 109Fs. Operating over the Channel and Southern England, mainly in an anti-shipping role, these units had proved very successful, tying down a disproportionate number of British fighters to provide a standing defence over their targets, since the German aircraft came in too low and too fast for normal interception procedures to be of any use. In the summer of 1942 production began of the Fw 190A-4, which for the first time made provision for the carriage of a bomb load beneath the fuselage—the fruits of the armament trials carried out on the A-3. The first

examples of the new A-4 went to 10(Jabo)/JG 26 during June–July 1942, while III/JG 26 at last began to supplement (though not to entirely replace) its Bf 109s with Fw 190A-3s.

It was at this time however, that the RAF at last obtained an example of the Fw 190 for test. On 23 June 1942 aircraft of III/JG 2 had escorted fighter-bombers over Southern England, and had been involved in combat with British fighters. The Adjutant of III Gruppe, Oblt. Armin Faber, apparently mistook the Bristol Channel for the English Channel, and after carrying out a number of exuberant rolls overhead, landed on Pembrey airfield. He was at once captured, his brand new, undamaged Fw 190A-3 being taken over by the RAF and exhaustively tested. These tests assisted greatly in the introduction of the Spitfire 9 to service during the early autumn of 1942, while a close study of the aircraft's design aided Hawker Aircraft considerably with work on their own radial engine fighter project, the Fury.

Large-scale skirmishes throughout the spring and summer of 1942 over the Channel coast took a heavy toll of the RAF as the "daylight offensive" was stepped up in support of the Russian armies in the East. On 19 August an Allied force landed at the French port of Dieppe, very heavy fighting raging overhead throughout the day, the fighter pilots of each side claiming substantial numbers of victories. JG 2's Fw 190s were heavily engaged, achieving some excellent results. Maj. Josef "Sepp" Wurmheller of III/JG 2 claimed seven victories during the day, despite the fact that he was suffering from brain concussion and had a broken leg in a plaster cast at the time! Oblt. Siegfried Schnell of the same Gruppe was credited with five victories, bringing his total on the Western Front to 70.

The first US heavy bombers were just appearing over Europe from bases in England at this time, and while they did not take part in the Dieppe raid, they were soon encountered by the Fw 190 Geschwader, the first interception of B-17 Fortresses taking place on 6 September 1942, when two were shot down.

Increasing availability of Fw 190s now led to more general re-equipment. In the latter half of 1942 I and II/JG 1 in North-West Germany and the Netherlands, exchanged their Bf 109s for the Focke-Wulf, and by September both Jabo-staffeln of the Geschwader in France were fully operational on A-4 aircraft. The availability of these high-performing aircraft led the Luftwaffe to plan some more daring operations, and during October a heavy raid was made by them on the Kentish city of Canterbury.

In the East also it was planned to reintroduce the Fw 190 to operations, I/JG 51 being withdrawn to Jesau in mid August to re-equip. Later in the year III/JG 51 also re-equipped, followed by IV Gruppe in January 1943. In Norway I/JG 5 and part of IV/JG 5 received Fw 190s for the defence of the North Sea coastline against marauding aircraft of RAF Coastal Command. By late September 1942 something approaching 500 Fw 190s were with front line units, as follows:

Luftflotte 3 (France)
Stab, I, II, III/JG 2 and 10/JG 2
Stab, I, II/JG 26 and 10/JG 26
plus part of III/JG 26

Luftflotte 5 (West Norway)
I/JG 5 plus part of IV/JG 5

Luftflotte Ost (Russia)
I/JG 51

Luftwaffenbefehlshaber Mitte (Home)
Stab, I, II/JG 1
plus part of IV/JG 1

An indication of the successes gained by the Fw 190s during their first full year of service is given by the fact that during 1942 I and II/JG 26 were to claim a total of 300 British fighters, 272 of which were Spitfires. As another winter approached however, it became necessary to direct some of the available fighters to a new area—Tunisia. On 8 November 1942 Anglo-American forces landed in French North-West Africa, and at once advanced on Tunis, intending to assist the British 8th Army in Egypt (where the Battle of Alamein had just passed its climax) by threatening Feldmarschal Erwin



Above & right: Red 15, an Fw 190A-3 of III/JG 2 "Richthofen" on a French airfield in 1941.





Red 3, an Fw 190A-3 of 5/JG 1 rolling out from its dispersal area. Note the heavy dark green and grey dappling on fuselage and tail.

Rommel's rear. The German commander in the Mediterranean, Feldmarshal Albert Kesselring—a Luftwaffe General—at once poured troops, tanks and aircraft into Tunisia to form a supply bridgehead to the Afrika Korps. Units of Bf 109s from Sicily and Russia were flown in, but these were swiftly followed by the first Fw 190s to serve in the Middle East.

By mid-November II/JG 2 from France had arrived in the Tunis area, while a ground-attack unit, III/ZG 2, was swiftly re-equipped from Bf 109Es to new Fw 190A-4/U8 fighter-bombers, and despatched to Africa also. Here II/JG 2 joined with Bf 109s of JG 53 and II/JG 51 in combatting RAF Spitfires, Hurricanes and Bisleys, and USAAF B-17s and escorting P-38 Lightnings over Northern Tunisia throughout the winter. The German fighters, possessing the advantages of shorter lines of communication, better aircraft, more experienced aircrews and better early warning, were able to gain an initial ascendancy, and the Fw 190 pilots were among those who were quick to exploit this. At the same time the fighter-bombers of III/ZG 2 were committed to frequent attacks on the British forward airfields around Bone and Souk el Arba, and against troops at the front. On 20 December 1942 III/ZG 2 was redesignated III/SKG 10 (Schnellkampfgeschwader—fast bomber Geschwader).

During February 1943 II/JG 2 operated further south, from airfields around Kairouan, supporting the Axis assault on American and French positions which culminated in the Kasserine Pass battle. Against the inexperienced USAAF units facing them, the Focke-Wulf pilots achieved some startling successes, and when II/JG 2 was withdrawn to France in mid March, Oblt. Kurt Bühligen had claimed 40 victories in Africa, Lt. Erich Rudorffer had claimed 27, and Fw. Kurt Goltzsch 14. III/SKG 10 remained in Africa, joined late in the campaign by elements of a new fighter-bomber Gruppe, II/SG 2, which was also Fw 190-equipped. (This latter unit had previously been II/St.G 2, operating Junkers Ju 87 dive-bombers.) Operating in both the north and the south, over the Mareth Line, these units fought on in the ground attack role until withdrawn to Sicily at the start of May 1943. II/JG 2 was to be the only pure fighter Gruppe to operate Fw 190s with Luftflotte 2 in the Mediterranean throughout the war.

Meanwhile in Russia the Gruppen of JG 51 which had recently received Fw 190 fighters, entered action during December 1942 in the Orel area. At once these units achieved a very high measure of success, the heavy armament of the Fw 190 proving particularly useful against the heavily-armoured Ilyushin Il-2 ground attack aircraft. Two of the Geschwader's pilots did particularly well during this period; Lt. Josef Jennewein of I Gruppe and Lt. Günther Schack of III Gruppe both claimed fast. On 17 January 1943 Jennewein

made five claims, and on 23 February, when the three Fw 190 Gruppen in Russia made a total of 46 claims, five each were credited to Jennewein and Schack; next day Jennewein enjoyed his best day with seven of the 43 victories claimed. By early March Schack's personal score had risen to 46, nearly all while flying the Fw 190, but on 17th of that month, due to shortage of aircraft, III/JG 51 re-equipped with Bf 109s, passing its Fw 190A-4s to IV Gruppe.

During 1942 1,900 A-3 and A-4 aircraft had been built, and production had begun of the A-5, while fighter-bomber production was being stepped-up. It was now planned to produce two specific fighter-bomber versions of the aircraft, the F and the G. The A-4/U8 was to be the forerunner of the G series, which was in the event to precede the F in production by a few months. The F was a development of the A-5/U3.

Following the early success of JG 51 in Russia, re-equipment of JG 54—the original Eastern Front test unit for the Fw 190A-1s—went ahead in early 1943, Stab and I Gruppe receiving their new aircraft first, followed by II Gruppe in the spring, and by III and IV Gruppen shortly afterwards. JG 51 meanwhile was kept short of Focke-Wulfs, and before long only IV Gruppe of this Geschwader was still operating the type.

Fighter-bomber versions were also reaching Russia; in April 1943 Stukageschwader 1 (St.G 1) was redesignated Schlachtgeschwader 1 (SG 1), and began receiving its first Fw 190A-4/U8s, 2, 4, 5, and 8 Staffeln re-equipping from their Ju 87Ds initially. They began operations with the new aircraft in the Orel-Bielgorod area forthwith.

In France in February 1943 a new Geschwader was formed—SKG 10. One unit, III Gruppe, already existed in Africa, but I and II Gruppen were now formed with A-4/U8 aircraft for anti-shipping operations over the Bay of Biscay. The reason for the formation of this unit was the increasingly heavy losses Luftwaffe anti-shipping aircraft were suffering to RAF Coastal Command long-range fighters. At the same time 10(Jabo)/JG 26 was redesignated 10(Jabo)/JG 54, though it remained under JG 26 command.

Initial operations over the Bay of Biscay failed to achieve much success due to the short range of the aircraft, and after a few weeks the two Gruppen moved to Amiens to operate over Southern England, since the Jagdgeschwadern were becoming too involved with defensive operations against the growing strength of the US 8th Air Force daylight offensive, to have the time for such diversions. In April 1943 10(Jabo)/JG 2 and 10(Jabo)/JG 54 were re-numbered 15 and 14/SKG 10 respectively, forming together a new IV Gruppe.

Several attacks on coastal targets and on London were made during the spring of 1943, and on 16 April a night attack was attempted against the capital. This proved something of a fiasco, six aircraft failing to return; three of these



An Fw 190A-3 of 9/JG 2 "Richthofen" clearly illustrating the initial white outlined black area aft of the exhaust stubs which eventually became the well-known eagle head copied in part or in full or even surpassed by many other French based units, as the example illustrated below.

had simply got lost and landed by mistake on the RAF airfield at West Malling! On 18 June II and IV Gruppen were despatched to join III Gruppe in Luftflotte 2; it was obvious that an Allied invasion of the island was becoming imminent. Two days later I/SKG 10, which was to remain with Luftflotte 3 in France, sent 28 aircraft with a strong fighter escort, to attack London. The formation was intercepted by Typhoons and Spitfire 12s, suffering the loss of three fighter-bombers and six escorts. Despite this setback, further attacks were made, I/SKG 10 flying its last daylight sorties over England in December, though by this time the unit was also operating at night quite often.

As the Allied bomber offensive against Europe got properly under way in 1943, the Fw 190 quickly proved a mainstay of the defence. Although its performance tended to fall off at high altitude, it was an excellent and steady gun platform, and its heavy armament and ability to sustain damage proved most useful in attacking and bringing down the fast, strongly armed and armoured B-17s and B-24s. As the American

bomber streams frequently headed in over Holland and North-West Germany, JG 1 came increasingly to the fore. At this stage the area was beyond the range of most Allied escort fighters, and the pilots of this Geschwader, which had long enjoyed a relatively quiet existence, quickly produced some of the outstanding bomber destroyers of the early stages of the Battle of Germany.

With the threat to the homeland now much increased, new units for defence were required, and JG 11 was formed around a nucleus from JG 1, its I and III Gruppen equipping with Fw 190s. In France at this time the other Geschwadern were faced by increasing forces of Spitfire 9s and P-47 Thunderbolts, which provided escort to the bombers into and out of Europe, though their range prevented them from accompanying the raiders on all but the shortest trips. These new fighter types gave their best performance at high altitude, where the Fw 190 was at a disadvantage, and as the Bf 109G proved to be a better aircraft for high-altitude dog-fighting of this nature, I and II/JG 2 (the latter recently returned from Africa) gave up their Focke-Wulfs for Bf 109G-6s though III Gruppe





An Fw 190A-3 with four SC 50s on a belly rack.

and the whole of JG 26 retained the former aircraft for combatting the bombers themselves. At this time JG 26 was maintaining only two Gruppen in France, I Gruppe having been detached to the Central Russian front to aid in the final great German summer offensive, which failed during the great tank battle at Kursk. At this time II/JG 26 received the first service examples of the A-5 fighter.

It was during the summer of 1943 that the Fw 190 was first destined to take a part in the night defence of the Reich. In July 1943 the use by RAF Bomber Command of "Window" to jam German radar had resulted in the complete failure of the night defences adequately to intercept a series of devastating raids on Hamburg. Urgent innovations were required, and one was already to hand. Maj. Hajo Herrmann, a bomber pilot of note, had suggested earlier in the year that during the long, light summer evenings, day fighters might operate successfully at night in co-operation with the searchlight batteries. Consequently, a test commando had been set up to test this theory, known as "Wilde Sau" (Wild Boar), and late in June 1943 JG 300 was formed to try these new tactics in action. Now in July JG 301 and 302 were also formed, the three Geschwadern forming 30 Jagddivision. Initially each unit was provided with aircraft for only one Gruppe, the other pilots using aircraft of some of the day fighter Geschwadern (JG 1 and 11) of the Home Defence.

Operating both Fw 190A-5s and Bf 109G-6s, the "Wilde Sau" pilots achieved some notable successes during the rest of the summer, becoming something of national heroes. However the double usage of the aircraft by both day and night soon led to serviceability problems, while the bad weather conditions associated with the onset of winter cut sorties and successes drastically. Eventually the Gruppen would become normal day fighter units, but in the meantime their stopgap methods had provided a valuable respite to allow the night defences to organise and introduce new methods to combat the British bomber streams.

In the Mediterranean the Allied invasion of Sicily had taken place on 10 July 1943, when II, III and IV/SKG 10 were based on the island, and II/SG 2 in Sardinia. During the landings the Focke-Wulfs were very active, attacking the shipping offshore, but suffered very heavy losses both in the air and on the ground. They were withdrawn to the Italian mainland before the end of the month. By this time the Geschwader had lost its Kommodore, Maj. Günther Tonne, holder of the Knights' Cross with Oak leaves.

By the end of August IV/SKG 10 had withdrawn to the north, but II and III Gruppen remained in Italy with a total strength of 44 Fw 190s, operating against a new Allied landing at Salerno during September 1943. In the face of overwhelming Allied fighter cover the fighter-bombers could accomplish little, and again losses were considerable.

In mid-October came a wholesale redesignation of ground units. The Chief of Staff of the Luftwaffe had now initiated

a determined programme to re-equip all Stukageschwadern with Fw 190 fighter-bombers, and as a result all units were redesignated as Schlachtgeschwadern. Initial equipment was to be A-5/U3 and A-5/U8 aircraft, to be followed by A-5/U11s, and then the F and G models. Indeed by this time Fw 190 production had reached over 4,500 aircraft, 3,223 of them A models, and the rest Fs and Gs.

Stukageschwadern retained their numbers as they re-equipped, merely changing the prefix to denote their new role. SKG 10 came in for complete redesignation however, II Gruppe became II/SG 4, III Gruppe became I/SG 10, and IV Gruppe became II/SG 10. Only I/SKG 10 in France remained unchanged.

The new fighter-bombers now equipping the Schlachtgeschwadern differed from the fighter versions principally in having 793lb of armour plate fitted to the underside of the engine cowl and cockpit. This additional weight reduced overall performance, but made the aircraft more suitable for the task in hand. Some also had the outboard wing cannons deleted to allow for the carriage of further bombs.

During 1943 the A-6 fighter had gone into production, the remaining MG/FF wingroot cannons being replaced by another pair of MG 151s in this version. In an attempt to find weapons capable of breaking up the formidable boxes of American heavy bombers over Germany some of the aircraft were fitted with WGr 21 rocket tubes beneath the wings, these launching the same projectiles as were fired by the Nebelwerfer multiple-barrel rocket mortar of the Wehrmacht.

On 14 October 1943 these weapons were put fully to the test when Fw 190A-5s of JG 1 and JG 26 tore into a massive bomber train of 228 four-engined bombers, breaking up the boxes with rockets, then destroying the scattered bombers in detail. The attack was an extraordinary success, the German fighters claiming 121 bombers for the loss of 38 fighters with 51 more badly damaged; actual American losses totalled 62 bombers lost, with 17 more that crashed later and another 121 badly damaged.

Effective as these rocket carriers were, they were very vulnerable to escorting fighters, since the underwing tubes adversely affected both manoeuvrability and overall performance. As USAAF escort fighters began to range further afield at the turn of 1943, it became necessary to provide substantial escorts of Bf 109s for the rocketeers.

Apart from the fighter and ground-attack units, numbers of Fw 190s were also supplied to reconnaissance units during 1943, being used in this new role in Western Europe initially, for strategic reconnaissance duties over England. Here the aircraft's good performance allowed it to operate virtually unscathed for a period. In the East JG 51 had again received supplies of Focke-Wulfs during the latter part of the year, I and III Gruppen again operating the fighter during the autumn, as did a Spanish volunteer unit, attached to the



An Fw 190A-4 with 4 x SC 50's on wing racks, capable of taking a further four on the belly rack.

Geschwader as 15/JG 51, but otherwise known as the *Escuadrilla Azul* (Blue Squadron).

1944 was the year when German fighter production far surpassed all earlier efforts; it was also the year in which the Luftwaffe was bled almost to death. The appearance early in the year of increasing numbers of P-51 Mustangs, which were for the first time able to accompany the bombers all the way to all their targets and back, gave the Luftwaffe probably its greatest problem of all. However it was in the south that the first crisis came. By this time the units on Sardinia had evacuated their bases and moved to Italy, most then being distributed to other fronts. II/SG 2 was one such unit, having gone to the south Russian front.

Then in January 1944 the Allies launched a surprise invasion at Anzio, to the south of Rome. Again the Fw 190 fighter-bombers, notably those of II/SG 4 and I/SG 10, reinforced by I/SG 4, were thrown into the fray, but once more they were unable to achieve much in the face of the vast numbers of fighters maintained by the Allies over the area. Their bases were also continually bombed, and many aircraft were destroyed on the ground. In April 1944 II/SG 4 was reinforced by the arrival from Norway of 14(Jabo)/JG 5, which became 4/SG 4.

In Russia most Schlachtgruppen were by now equipped with Focke-Wulfs, the elderly Ju 87D Stuka being almost entirely relegated to night operations. In the Crimea the newly-equipped units were called upon to operate not only in the ground attack role, but also as fighters. In the area around Sevastopol the Luftwaffe maintained only a single Gruppe of fighters, but aircraft of SG 2 were able to assist greatly. In the six months during which fighting raged here, 604 Russian aircraft were to be claimed, and 247 of these were credited to the Schlachtflieger. One pilot shone like a star during this period, one Lt. August Lambert, who proved a great natural fighter pilot. He had already claimed 20 victories when the battle began, but now in spring 1944 he was able to achieve 70 more, on occasions claiming 12, 14 and once even 17 victories in a single day. He also undertook his normal duties, being responsible for the destruction of some 100 guns and vehicles in the same period.

In France the Luftwaffe's 'Little Blitz' was launched against Southern England on 21 January 1944, I/SKG 10 joining Generaloberst Peltz's bombers in their nocturnal raids. Defending Mosquitos made these efforts expensive, several Fw 190s being shot down by them as well as many twin-engined types. When these operations ceased, the Gruppe retained some 30 Fw 190s on hand.

The battles over the Reich had reached a peak during the spring, when many of the remaining "experten" of the Jagdflieger perished during a month-long pitched battle with the US escort fighters. Several desperate ventures were tried at this time, including the formation of Sturmstaffel 1 at the instigation of Maj. Hans-Gunther von Kornatski. Volunteers to this unit had to sign a declaration vowing not to return from a mission without destroying at least one enemy aircraft. To some extent it was a unit where "black sheep" could redeem themselves, and was specially equipped with heavily-armoured Fw 190s, the intention being that in the last resort pilots would ram the enemy bomber which they were attacking if it proved impossible to bring it down any other way. It says much for the strength of the Fw 190 that many did just that and baled out to do so again!

Operating at first under the direct control of Herman Goering, the Staffel was then incorporated into IV/JG 3 when the latter Gruppe was formed in April 1944. Subsequently the whole Gruppe became a Sturm unit under Hpt. Wilhelm Moritz. In May a special home defence Jagdgeschwader z.b.V was formed under the command of Maj. Walter Dahl, five Gruppen from various Jagdgeschwadern making up this unit; most were equipped with Bf 109s, but III/JG 54 flew Fw 190s.

The Anglo-American invasion of Normandy was now fast approaching, and pre-invasion bombing of the Luftwaffe's airfields in Western France had led to the withdrawal of most of the JG 2 and JG 26 to the south to avoid destruction on the ground. Thus when the landings took place on 6 June 1944 only Maj. Josef "Pips" Priller, Kommodore of JG 25, and his wingman Fw. Wodarczyk, were available to carry out a strafing run along the beaches.

The resident units were soon in action however, and they were quickly reinforced by 17 Gruppen from Italy, the Reich and the Eastern Front, four of these being equipped with Fw 190s. The units sent included the whole of the Jagdgeschwader z.b.V 2nd IV (Sturm)/JG 3. To replace the units withdrawn from the Defence of the Reich, further Gruppen had to be brought home from the east, and to reinforce the latter front, the Fw 190s remaining in Italy had to be withdrawn. This left the Southern Front virtually without air cover or support of any kind.

Losses on the Western Front were catastrophic. At Dreux I/SKG 10 was virtually wiped out, while III/JG 54 alone lost 70% of its aircraft and 50% of its pilots. By the end of July II Fliegerkorps, which comprised JG 2, JG 26 and III/JG 54, had lost about 1,000 aircraft, most of them Fw 190s, and it



Fw 190A-3's of an unknown unit on a French airfield in early 1942. Note the aircraft number duplicated on the main wheel cover.

was then disbanded. Production was still flowing well, and units were soon re-equipped, but the supply of experienced pilots was fast running out. III/JG 54 was to be the top-scoring Gruppe on the invasion front, claiming some 150 victories. At the end of July the Gruppe, which was led by Hpt. Robert "Bazi" Weiss, and included JG 54's top-scoring pilot at the time, Hpt. Emil Lang, amongst its pilots, was equipped with Fw 190A-9s, and was ordered to operate in the ground attack role, attacking Allied armour with "Panzerblitz" rockets. Only eight of the original pilots returned to base. Soon after this the unit became the first to be re-equipped with the new Fw 190D-9 "long nose".

The heavily-armoured aircraft of IV(Sturm)/JG 3 had proved unsuitable for operations in the west, and after a brief stay in France were moved to Illersheim on home defence once more. Here they were joined by I and II/JG 300, and Stab/JG v.b.V. This latter then became Stab/JG 300, taking over control of these units and beginning operations again in early July 1944. On 7 July the new unit claimed 58 bombers over Oschersleben, 30 of these being credited to IV/JG 3. During the autumn this latter Gruppe claimed 32 more bombers, but often lost its escort—the "Leichte Gruppen"—and suffered badly when attacked by American escort fighters. Despite this, both JG 1 and JG 4 established Sturmgruppen during the autumn.

With the Allied breakout in Normandy and the invasion of the South of France during the summer of 1944, German forces withdrew swiftly across the frontier into Germany, and in the north, were pushed out of Belgium and much of Holland. All units were therefore pulled back to bases where they could operate over the front, or in defence of the homeland.

After the withdrawal had come to an end, some semblance of order was re-established. The shattered I/SKG 10 was redesignated III/KG 51, and ordered to operate against bridges in Allied hands in an effort to slow down the advance. During November 1944 the Gruppe was again retitled, this time as NSGr. 20 (Nachtschlachtgruppe 20), equipped with Fw 190G-1s capable of carrying 3,960lb. SC1800 bombs; it operated from Twente airfield. During September the Gruppe had been supplied with aircraft for attacks to be made on the Nijmegen bridge in Holland, by IV/KG 200, a training and replacement unit that incorporated a Staffel of Fw 190s for such special operations.

With the re-equipment of III/JG 54 with Fw 54 190Ds (basically beyond the scope of this book, which deals only with the radial-engined variants of this aircraft), the unit, which was now operating directly under the command of JG 26, became responsible for the defence of Rheine airfield, from where Maj. Walter Nowotny's Me 262 Kommando was operating.

I/JG 26 became the next unit to receive Fw 190Ds during October, but by December when the Ardennes offensive was launched by the Wehrmacht the unit still possessed 52 A-8s

and only 28 D-9s. IV/JG 54, equipped with A-8s, had now also arrived in the west, where 1,237 out of a total front line strength of 1,858 Fw 190s were available, including elements of JG 1, 2, 3, 4, 6, 11, 26, 54, 300, SG 4 and NSGr. 20. In the East Fw 190s served at this time with JG 5, 54, SG 1, 2, 3, 10 and 77.

Losses during the December fighting over the Ardennes were once more heavy, but a substantial reserve had been built up for a big blow. Equipment was continually changing at this stage, as units grabbed whatever was available. Then in the early hours of 1 January 1945, Operation "Bodenplatt" was launched, taking the Allies by surprise. About 800 German fighters raided British and American airfields in Belgium and Holland, causing considerable damage. By this time the whole of JG 2 and JG 26 were flying Fw 190Ds, but Fw 190A-8-equipped units taking part included JG 1, IV(Sturm)/JG 3 and II(Sturm)/JG 4; I and III/JG 11 and III and IV/JG 54 were flying a mixed bag of both types.

Allied fighters claimed 36 of the attackers shot down, and AA 57 more, but the worst losses came on the return trip when the formations flew over a V-2 rocket launching area. The flak crews had not been warned, and shot down about 200 German fighters! It was a disaster, nearly 300 pilots being lost including 59 fighter leaders. One pilot, a veteran Fw 190 flier, Oblt. Adolf Glunz of 6/JG 26, claimed a single Spitfire shot down as it took off.

Despite these terrible losses, the numerical strength of the Luftwaffe remained substantial, though its operations were increasingly reduced by fuel shortage. On 10 January 1945, immediately after the disaster of "Bodenplatt", the order of battle still showed nearly 1,700 Fw 190s of various types on unit strength:-

Western Front and Defence of the Reich

Luftflotte 3	
Stab, I, II, III/JG 1	112
Stab, I, II, III/JG 2	54
IV(Sturm)/JG 3	35
Stab, II(Sturm)/JG 4	27
Stab, I, II/JG 11	72
Stab, I, II, III/JG 26	183
Stab/JG 27	2
III, IV/JG 54	97
Stab, I, II, III/SG 4	152
NSGr. 20	28
Luftflotte Reich	
Stab, II(Sturm), IV(Sturm)/JG 300	100
Stab, I, II, III/JG 301	109

Southern Front

Luftflotte 3 (Northern Italy)	
NAGr. 11	29
(Reconnaissance unit, strength includes Bf 109s and Fw 190s)	

Eastern Front

Luftflotte 1 (Courland, Gulf of Riga)	
Stab/JG 51 (Bf 109s and Fw 190s)	20

Stab, I, II/JG 54	80
III/SG 3	39
Luftflotte 4 (Hungary and Yugoslavia)	
Stab, I, II/SG 2	76
Stab, I, II, III/SG 10	69
Luftflotte 5 (Ost) (Finland)	
III/JG 5 (Bf 109s and Fw 190s)	55
Luftflotte 5 (West) (Norway)	
IV/JG 5 (Bf 109s and Fw 190s)	45
Luftflotte 6 (East Prussia)	
NAGr. 2 (Bf 109s and Fw 190s)	35
Stab, II, III/SG 1	82
Stab, I, II/SG 3	90
Stab, I, II, III and 10(Pz)/SG 77	141

Some successful Fw 190 Pilots' Western Front and Home Defence

Maj. Heinz Bar, JG 1	220
Obstlt. Kurt Böhliggen, JG 2	112
Obstlt. Egon Mayer, JG 2	102
Maj. Josef Wurmböller, JG 2	(9 East) 102
Oberst Josef Priller, JG 26	101
Hpt. Siegfried Lemke, JG 2	96
Maj. Siegfried Schnell, JG 2	(6 East) 93
Maj. Klaus Mietusch, JG 26	(15 East) 72
Oblt. Adolf Glunz, JG 26	71
(on 22.2.44 claimed 6 victories, including 5 four-engined bombers)	
Maj. Hermann Staiger, JG 26, 1	(13 East) 63
Maj. Wilhelm-Ferdinand Galland, JG 26	55
Maj. Hans Ehlers, JG 1	52
Hpt. Fritz Karch, JG 2	47
Hpt. Rüdiger von Kirchmayr, JG 1, 11	46
Oblt. Kurt Goltzsch, JG 2	43
Oblt. Waldemar Radener, JG 26, 300	36
Hpt. Hugo Frey, JG 1, 11	32
Hpt. Peter Jenne, JG 300	17
"Wilde Sau" pilots	
Oblt. Klaus Bretschneider, JG 300	31
Lt. Anton Benning, JG 301	(half at night) 28
Ofw. Willi Reschke, JG 300, 301	26
Oblt. Ernst-Erich Hirschfeld, JG 300	(8 at night) 24

Eastern Front

Oblt. Otto Kittel, JG 54	267
Maj. Walter Nowotny, JG 54	258
Hpt. Günther Schack, JG 51, IV/JG 3	174
Hpt. Emil Ilang, JG 54, 26	(25 West) 173
Oblt. Albin Wolf, JG 54	144
Hpt. Robert Wiess, JG 26, 54	(about 31 West) 121
Lt. Heinz Wernicke, JG 54	117
Lt. Josef Jennewein, JG 51	86
Ofw. Helmut Missner, JG 54	82
Lt. Hans-Joachim Kroschinski, JG 54	76
(on 21.1.2.44 claimed 5 PzEs, then shot down and badly wounded)	
Lt. Albert Gross, JG 54, 26	(39 West) 52
Maj. Rudolf Klemm, JG 54, 26	(23 West) 42

"Rammjäger"

Oblt. Oskar Romm, IV/JG 3	92
(82 in East, 8 four-engined bombers, including 3 B-24s in one attack on 27.9.44)	
Oblt. Konrad Bauer, JG 51, 3, 300	(18 East) 68
Hpt. Werner Gerth, IV/JG 3	30
(killed in ramming attack, 2.11.44)	
Lt. Willi Unger, IV/JG 3	22

Schlachtfieger

Maj. Günther Tonne, SKG 10	
Maj. Karl Kennel, SG 7, 2 (includes 34 air victories)	
Maj. Kurt Dahlmann, SKG 10, III/JG 51, NSGr. 20	
Maj. Helmut Viudebant, SKG 10, II/KG 200	
Maj. Fritz Schröter, SKG 10, SG 5, 10, 4 (7 aerial victories)	
Oblt. August Lambert, SG 2, 77 (116 aerial victories)	
Hpt. Johannes Lutter, SKG 10, SG 4, ZG 2 (12 aerial victories)	
Ofw. Hans Peterburs, SG 4	
Hpt. Friedrich-Wilhelm Strakejahn, 14(Jabo), JG 5, SG 4	
Maj. Heinz Schumann, SKG 10	

Amongst the above Jagdflieger, the following claims were made against four-engined heavy bombers:

Oblt. Konrad Bauer	32	Hpt. Siegfried Lemke	21
Hpt. Hugo Frey	26	Maj. Hans Ehlers	20
Maj. Hermann Staiger	26	Oblt. Adolf Glunz	20
Hpt. Werner Gerth	25	Lt. Willi Unger	19
Obstlt. Egon Mayer	25	Ofw. Willi Reschke	18
Obstlt. Kurt Böhliggen	24	Maj. Rudolf Klemm	16
Hpt. Fritz Karch	21	Oblt. Waldemar Radener	16
Hpt. Rüdiger von Kirchmayr	21	Hpt. Peter Jenne	12

In many cases not all victories credited to these pilots were claimed whilst flying the Focke-Wulf Fw 190.

One further unit was about to become operational. I/SG 5 in Norway had operated mainly against shipping, but in mid-January 1945 it was redesignated III/KG 200 under the command of Maj. Helmut Viudebant, a most experienced Schlachtfieger, and moved to the Berlin area to re-equip with Fw 190F-8s. In February it moved to Twente to join NSGr. 20 on operations, making fighter-bomber attacks by day and night for the rest of the war with only light losses. It also had on hand during this period three Fw 190A-5/U15 aircraft fitted to carry torpedos.

In February 1945 III/JG 54 became IV/JG 26, while IV/JG 54 returned to its parent Geschwader on the Eastern Front as a new III Gruppe. By this time JG 26 was operating Fw 190D-9s exclusively, apart from a few Bf 109s in III Gruppe; one more unit, JG 301, was to re-equip with D-9 fighters before the end of the war.

Another unit to use a few Fw 190s at this late stage was II/KG 200. This Gruppe was formed to operate the Mistel composite aircraft, which comprised either a manned Bf 109 or Fw 190 mounted above an unmanned Ju 88 crammed with explosives. It was intended that the pilot would fly the whole contraption to the target and there release the Ju 88 portion, guiding it to dive on to the target, and then return safely to base in the fighter. It was intended that the Mistels would be used in a decisive strike against Russian industry but in March 1945 Adolf Hitler ordered their use against bridges over the Oder and Neisse rivers in the East, which the Russian Army was about to cross. The unit was virtually wiped out during a series of attacks on these objectives.

By March 1945 the German forces were contracted almost entirely on to the territory of the Reich. SG 4 had been transferred to Luftflotte 6, with IV(Sturm)/JG 3 and one Gruppe of SG 2. This grouping now included I and II/JG 6, I(Pz)/SG 9 and 13/SG 151, all recently re-equipped with Fw 190s. JG 54 was cut off in Courland, and in Luftflotte 4 15 Fw 190s had been supplied to ground attack units of the Royal Hungarian Flying Division. In Italy NSGr. 9 had received a few Fw 190s to supplement its Ju 87Gs, but otherwise dispositions remained much as in January.

On 17 April 1945 a dozen Fw 190F-8s of SG 77 were taking off from Kamenz airfield when suddenly a swarm of P-51s appeared overhead. In moments seven Focke-Wulfs had been shot down and two more so damaged that they had to crash-land; only three survived unscathed. Among the dead were two Knight's Cross holders, Oblt. August Lambert, hero of Sevastopol, who had subsequently increased his score to 116, and Lt. Gerhard Bauer. It was symptomatic of the hopeless position in which the remains of the Luftwaffe now found itself. Less than a month later, the war in Europe ended.

Few Fw 190s were used by other nations. A batch of 100 A-3s were supplied to Turkey, where they were operated alongside Spitfire 5s, while after the war the French used a few under the designation NC 900 for a short while.

An Fw 190A-4/U3, the Jabo version of the A-4, taxiing out for take-off with an SC 500 on the belly rack, unit unknown.





Above: A heavily dappled Fw 190A-3 of II/JG 1 on a French airfield. Green "Tatzelwurm".

Below: With yellow lower cowl, green and black spinner and green "Tatzelwurm" an Fw 190 of II/JG 1 prepares to take off.





Above: Apparently an Fw 190G-8/R-5 of II/JG 1 photographed during the winter of 1944–1945. White "Tatzelwurm".



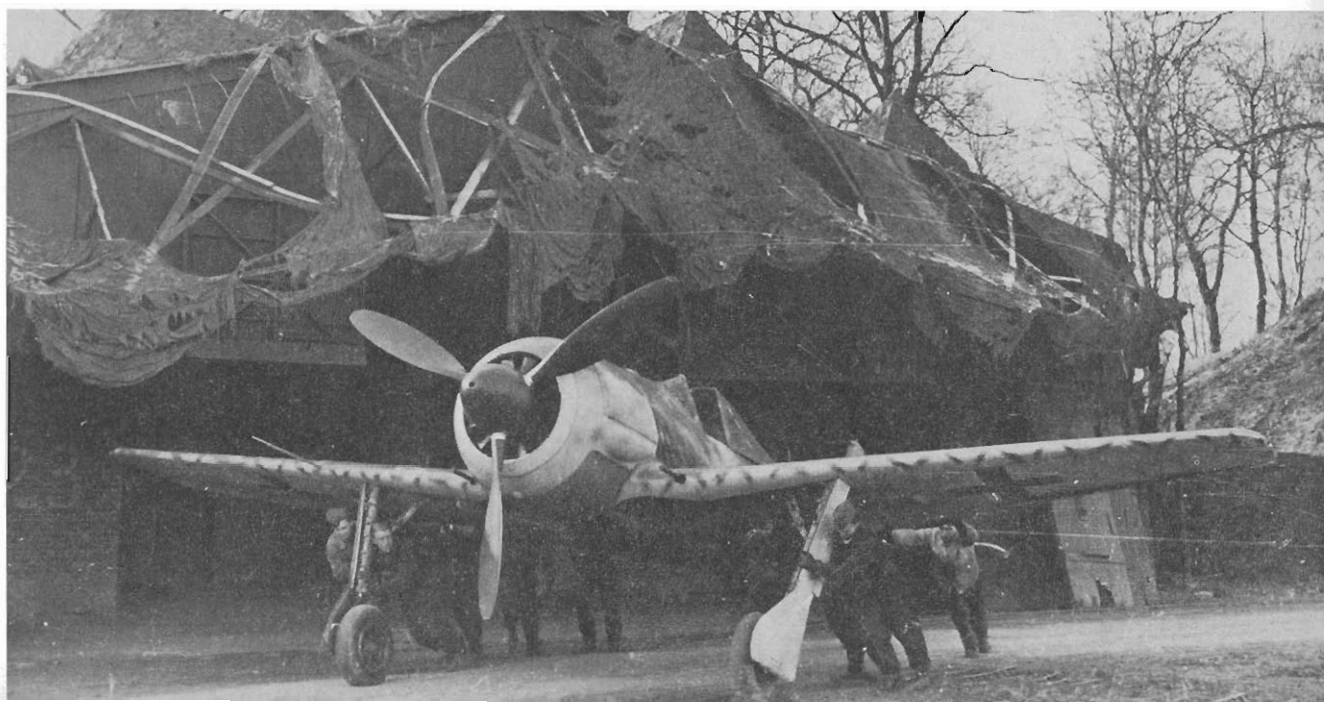
Above: The Gruppenkommandeurs aircraft of I/JG 26. The serial is 681382, black and white spiral spinner, black chevrons outlined white, an Fw 190A-8/R-8.

Below: Yellow 10, an Fw 190A-4 probably of 6/JG 26.





Red 8, an Fw 190A-3 of probably JG 26 on Liege airfield during 1941. Note the disruptive pattern of dark green streaks along the leading edge of the wing, yellow lower cowl and rudder, no black outline to under wing crosses.





Above: An Fw 190A-4 probably of 4/JG 2 on a French airfield in late 1942. White 7 and bar outlined black, yellow lower cowl and rudder with seven victory bars, serial 2390.



Above & below: Fw 190A-4's probably of III/JG 2 on what may be Cherbourg airfield in late 1942. Serial of red 14 is 5849 applied by hand.





Above: An Fw 190A-5 of I/JG 51 "Molders" operating on the Central Front during the spring thaw of 1943. Note the white spotted A-5 in the background.

Hpt. Heinrich "Gaudi" Krafft, Gruppenkommandeur of JG 51 "Molders", standing in front of his Fw 190A-5. Note the Geschwader and I Gruppe insignia on the engine cowl and fuselage respectively. Krafft baled out of his damaged aircraft and was beaten to death by Russian troops on 12 December 1942. (USAF)

Below: Another A-5 of I/JG 51. All the Fw 190s on this page have dark green fuselages with standard yellow theatre markings. (Hans Obert)





Above: An Fw 190 of an unidentified unit, maybe JG 51, waits at the end of the runway whilst a Ju 52 transport comes in to land.



Above: An Fw 190A-4 of I/JG 51 being dug out of its dispersal area after a heavy fall of snow.

Below: Fw 190A-5s taxiing out for take-off, all three aircraft have dark green fuselages, white 11 leaving the picture area on right.





Above: White 8 of JG 51 taxiing out for take-off with a Ju 34 climbing away from the field. Central Front, 1943.



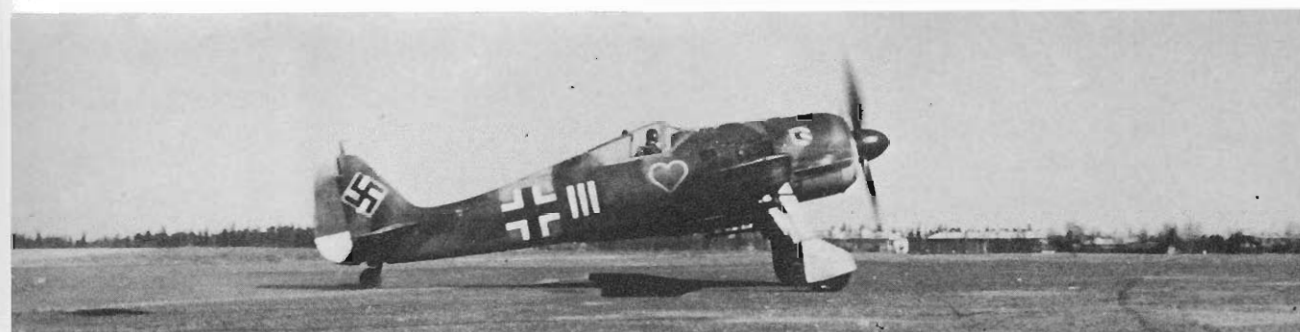
Above: Snow clearance from the upper surfaces of the wings of two Fw 190A-5s of JG 51, note the variation in camouflage. Focke-Wulf Fw 58 communications aircraft on skyline.

Below: White 1 of I/JG 51 taxiing out for take-off. As with white 8 above, this Fw 190A-5 has a dark green fuselage.

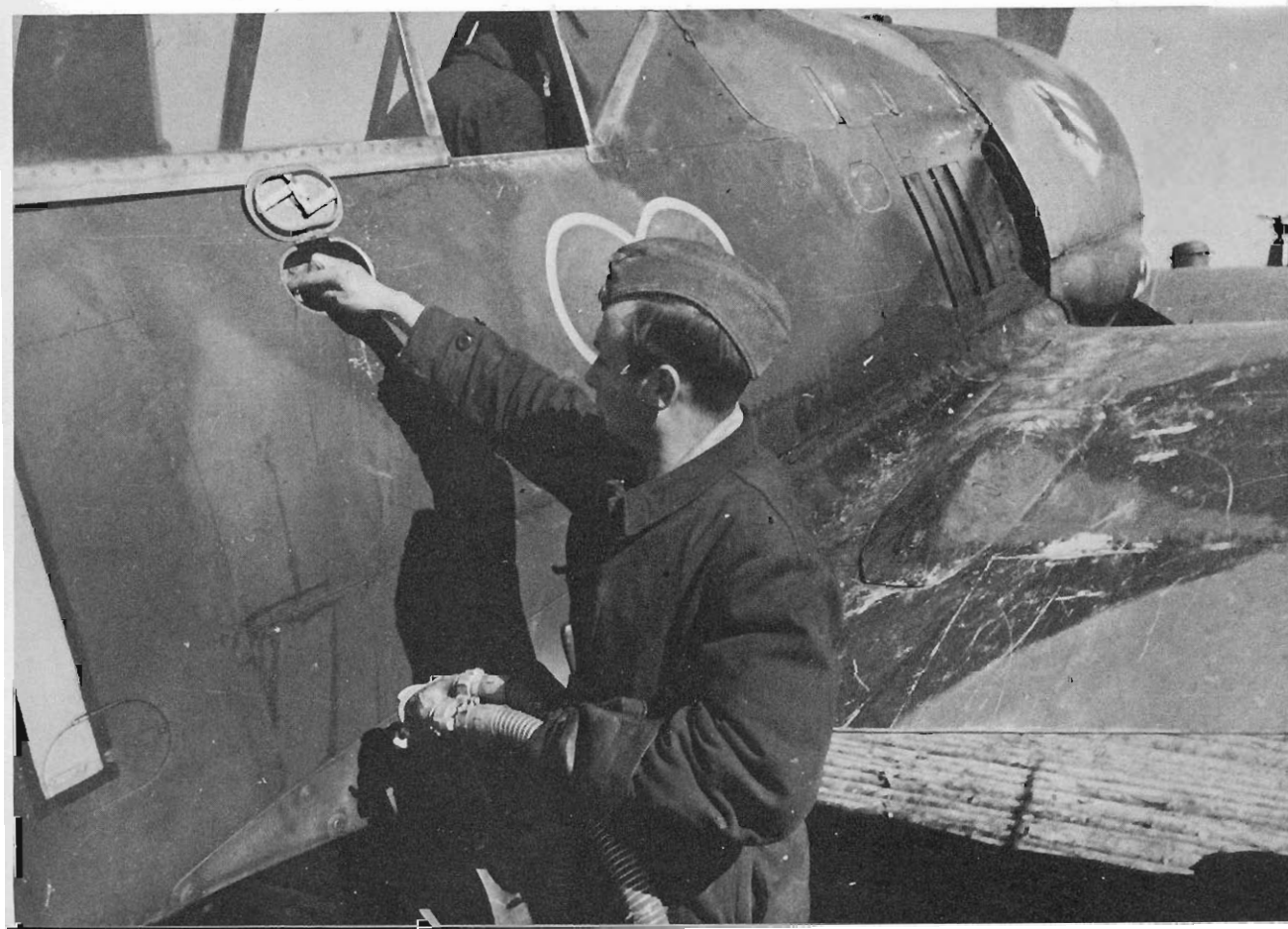




Above: Fw 190A-4 of I/JG 54 "Grunherz" being re-fuelled. Note the SC 500 on belly rack.



Above & below: At first glance these three photographs appear to illustrate the same aircraft if for no better reason than the three vertical white bars ahead of the fuselage cross, but close inspection of the camouflage pattern in each case shows them to be three different aircraft.



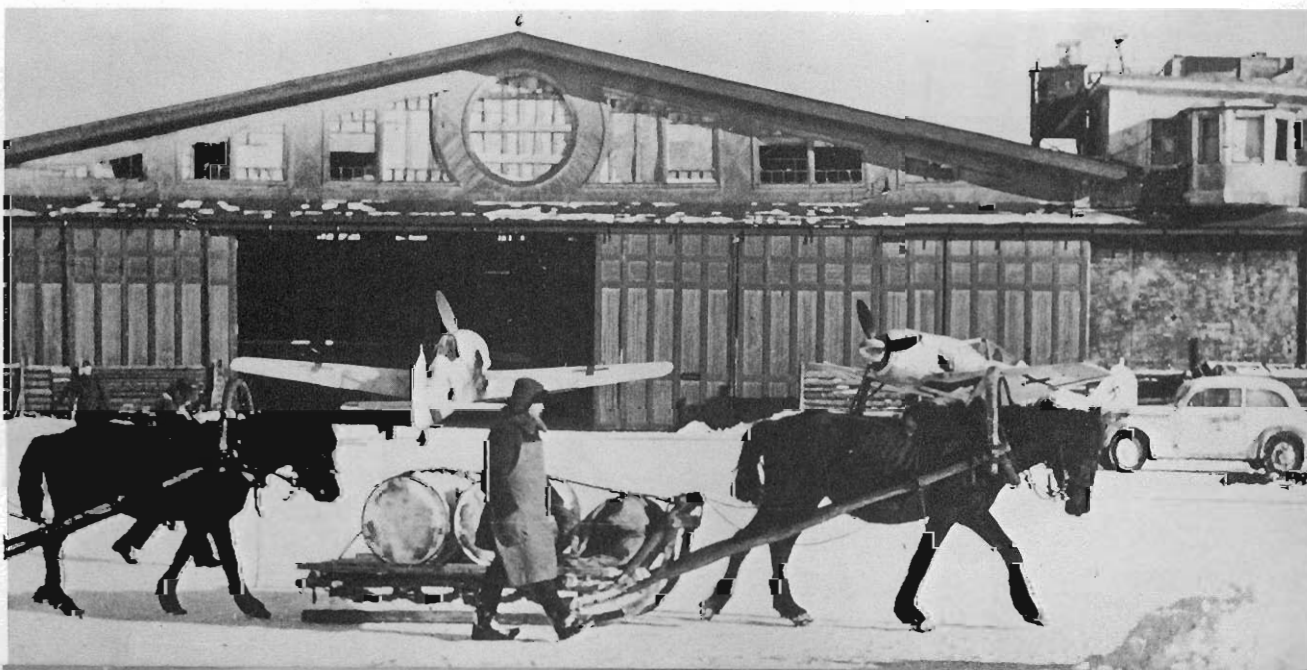


Above: Fw 190A-4s of I/JG 53 streaking across the snow-covered airfield at Siwerskaja, Russia, the nearest aircraft carries the markings of Major biem Stab.

Below: Armourers and ground-crew working on a Fw 190A-4 of I/JG 54.



Below: Somewhat ribby one horse-power bowsers passing a couple of all white Fw 190A-4's before one of the hangars at Siwerskaja.





Above: Fw 190A-4 of I/JG 54 taxiing past a couple of Bf 109-G's of the same unit, white Fw 56 in background.

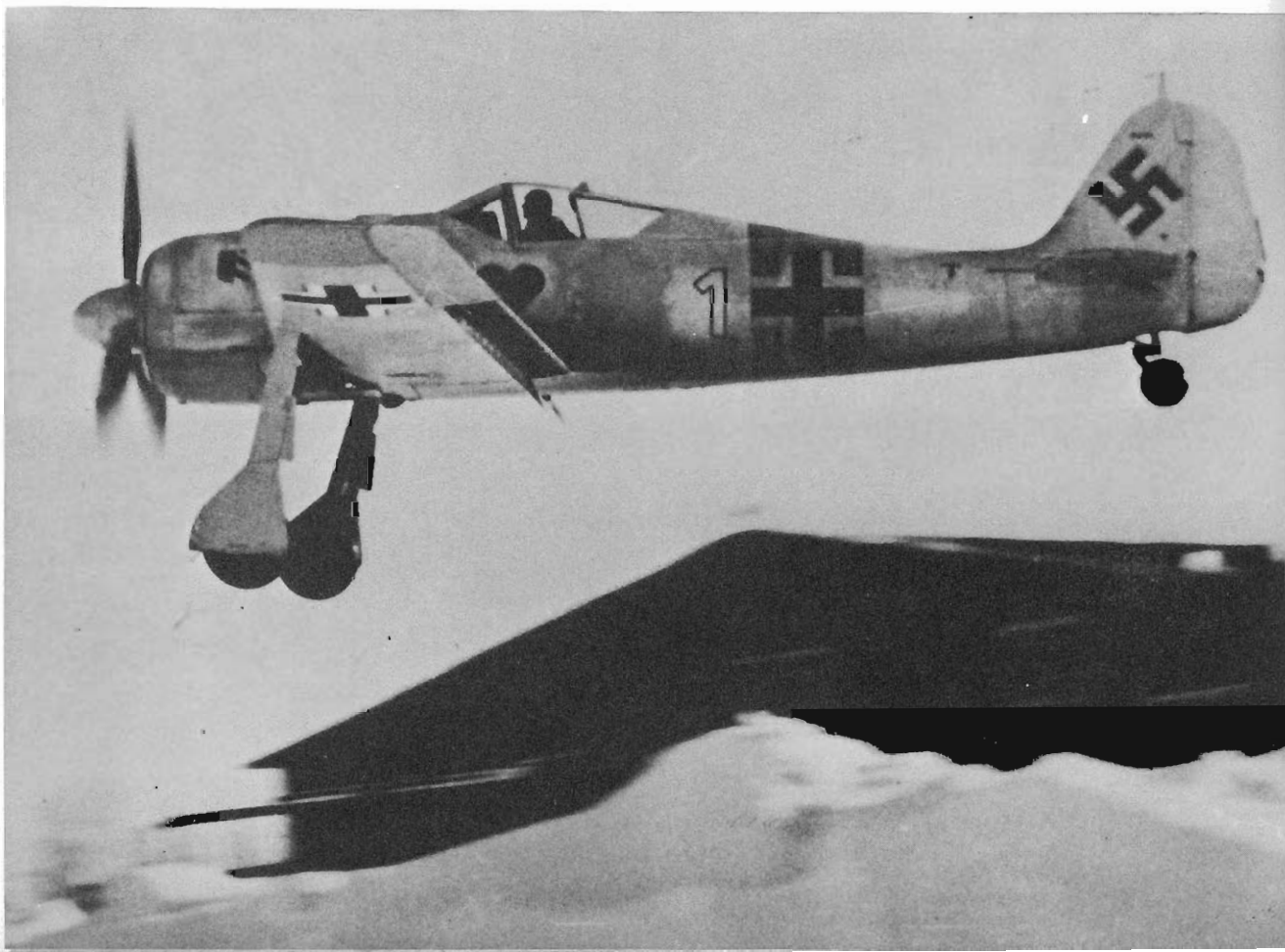


Above & below: Ground crew working on an A-4 and below an A-5 taxiing out for take-off, I/JG 54, Siwerskaja.





White 7 and white 1 about to touch down on the frozen field at Siwerskaja. Top photo clearly shows the yellow theatre marking on an A-5 and the lower on an A-4 which has had an earlier identification in another unit, probably II/JG 54. both aircraft are pale grey.



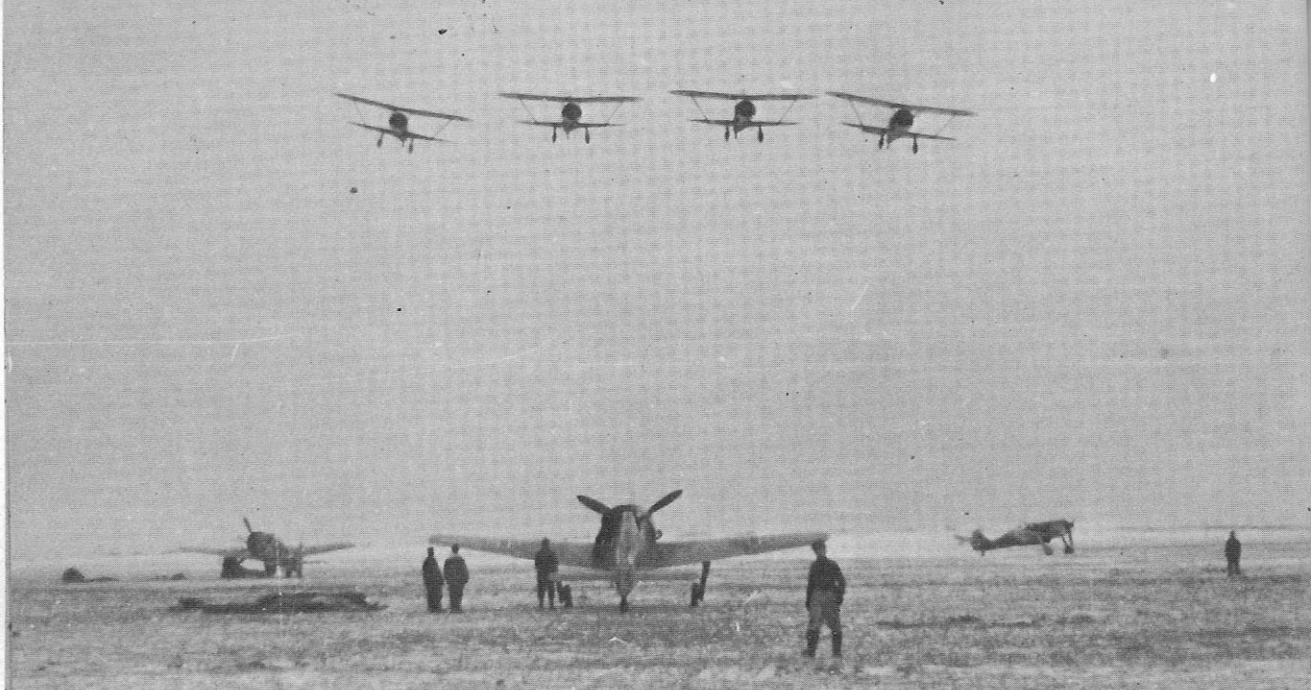


Above & below: An A-5 and an A-4 in white winter scheme on Siwerskaja.



Below: An Fw 190A-5 of I/JG 54 in white upper surfaces mottled over in pale grey.

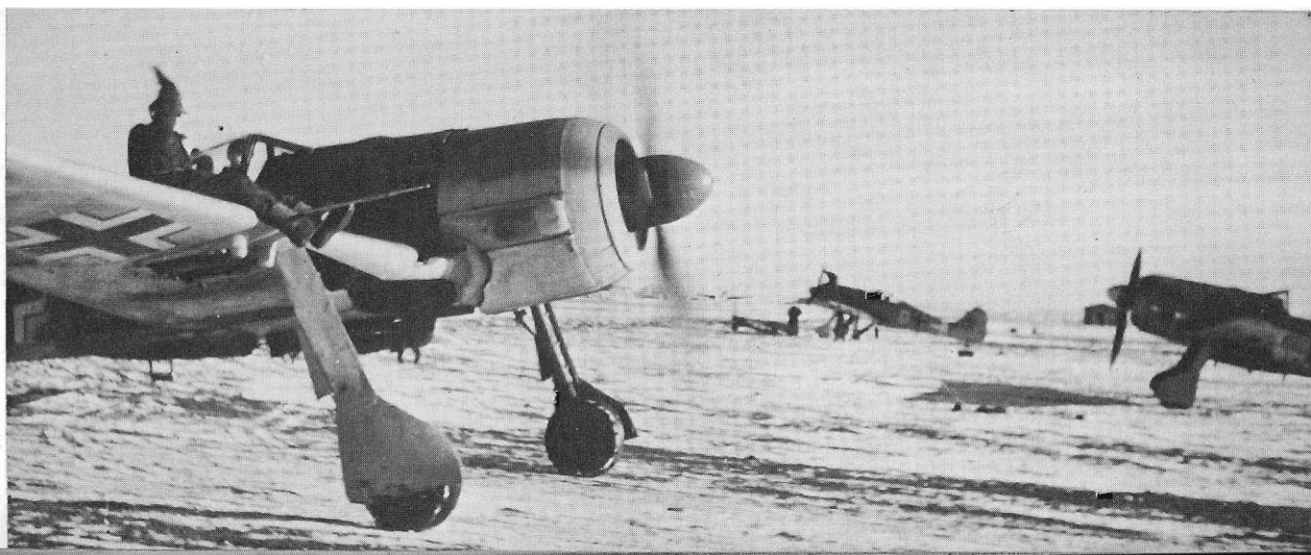




Above: A quartette of Henschel Hs 123 ground-attack single seaters flying over Fw 190 fighter-bombers, unit unidentified.

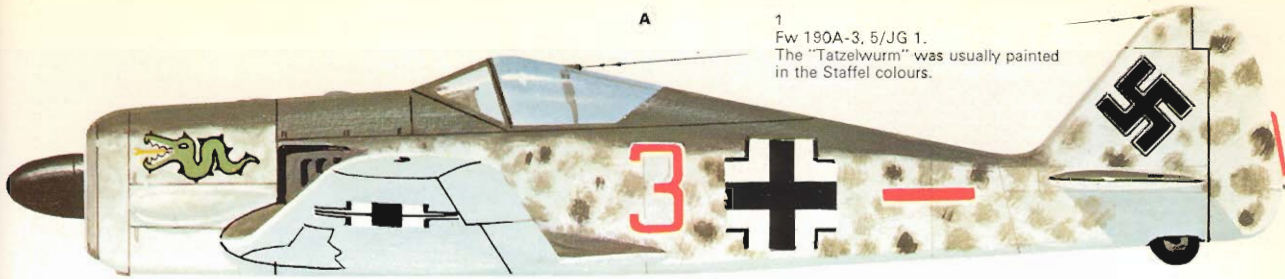


Above & below: Fw 190G-3's probably of II/SG 10 on a Rumanian airfield in early 1944.

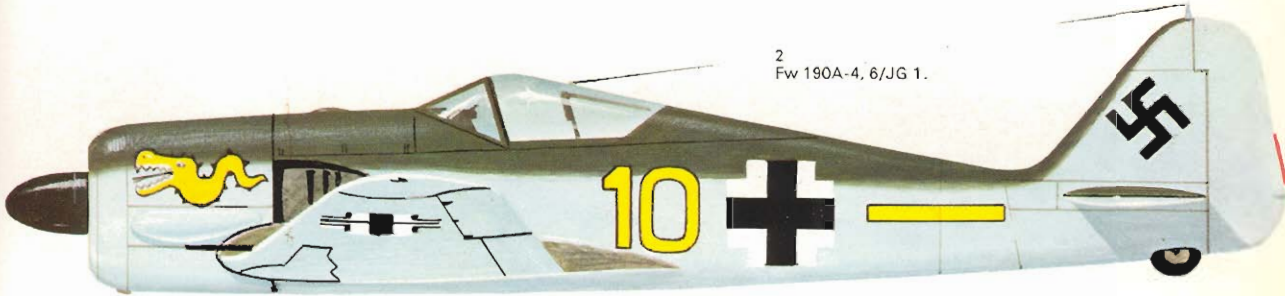


A

1
Fw 190A-3, 5/JG 1.
The "Tatzelwurm" was usually painted
in the Staffel colours.



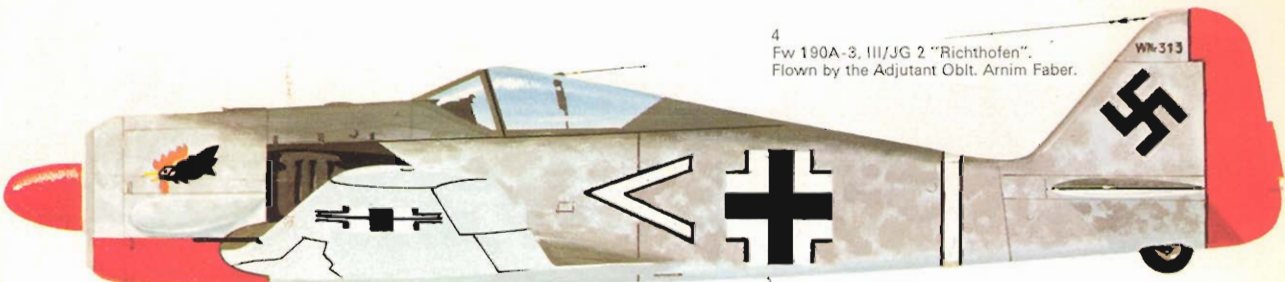
2
Fw 190A-4, 6/JG 1.



3
Fw 190A-7, II/JG 1.
Flown by the Major Heinz Bär.

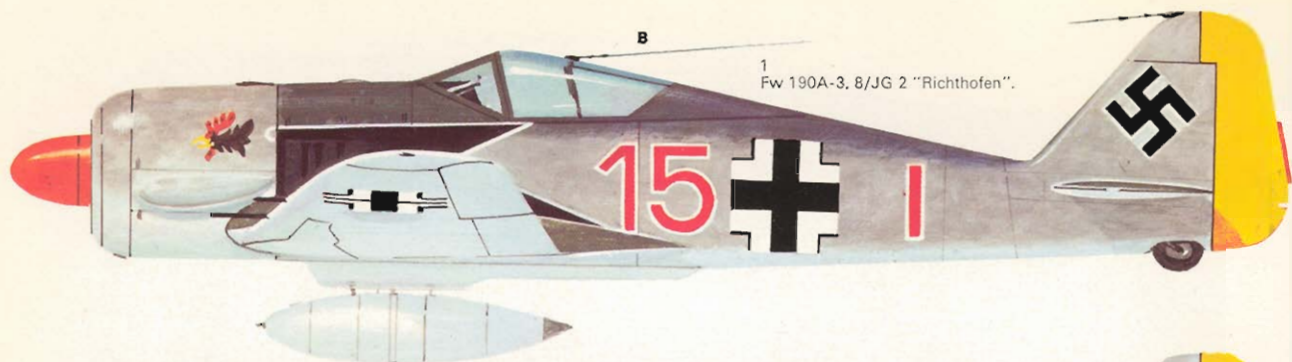


4
Fw 190A-3, III/JG 2 "Richthofen".
Flown by the Adjutant Oblt. Arnim Faber.

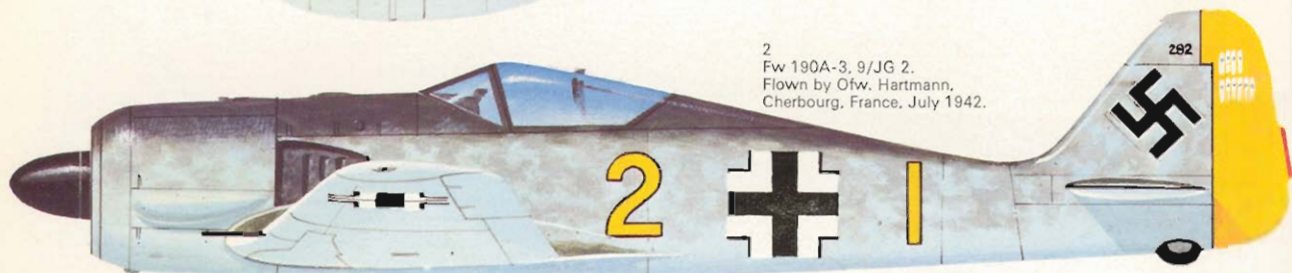


5
Fw 190A-3, 8/JG 2 "Richthofen"

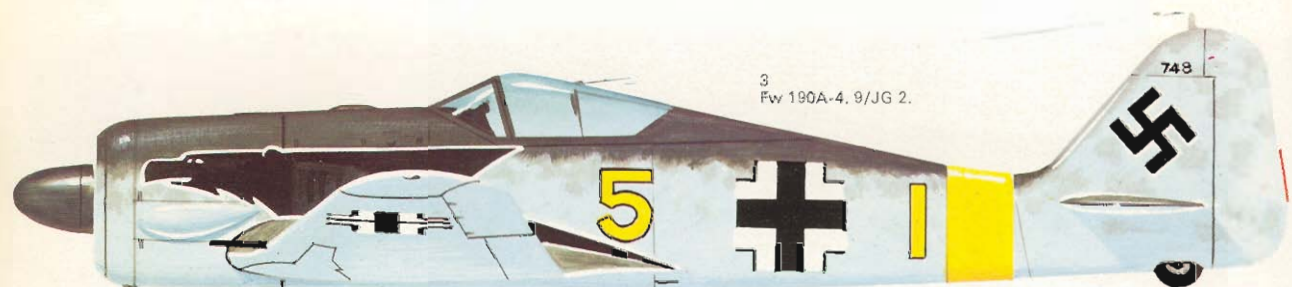




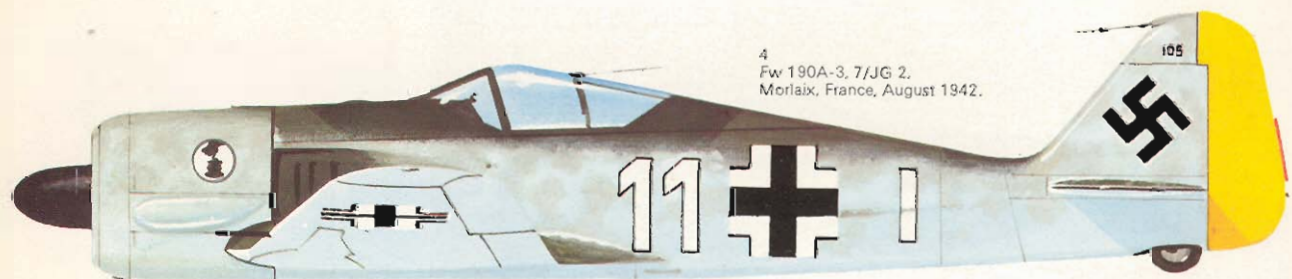
1
Fw 190A-3, 8/JG 2 "Richthofen".



2
Fw 190A-3, 9/JG 2.
Flown by Ofw. Hartmann,
Cherbourg, France, July 1942.



3
Fw 190A-4, 9/JG 2.



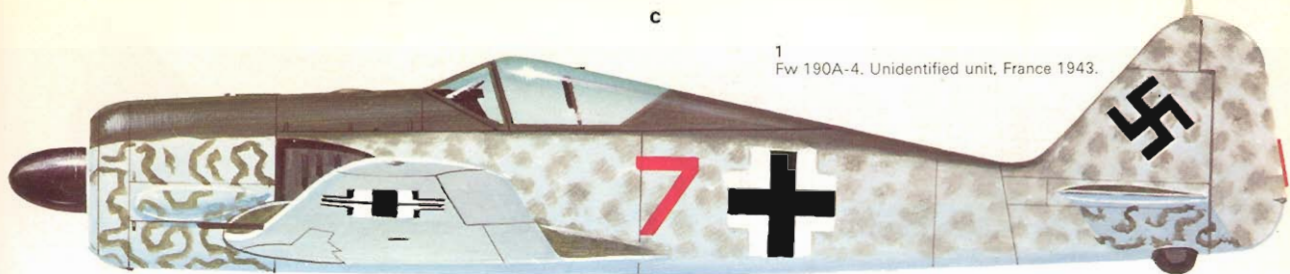
4
Fw 190A-3, 7/JG 2.
Morlaix, France, August 1942.



5
Fw 190A-4, Unidentified unit, France 1942

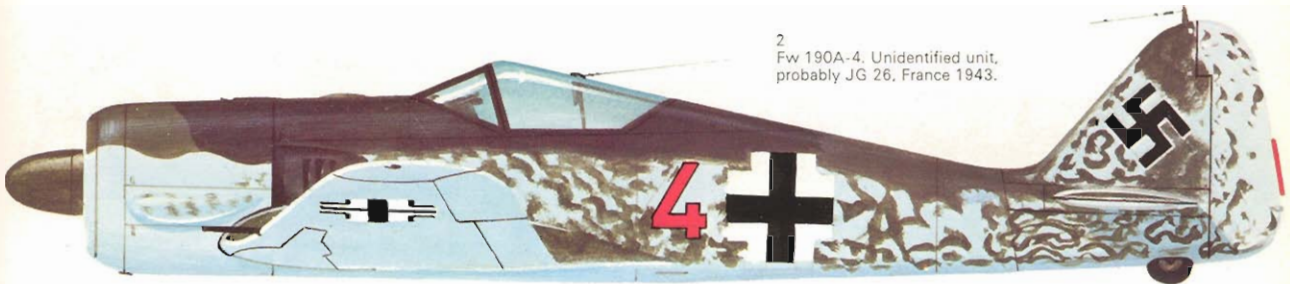
1

Fw 190A-4, Unidentified unit, France 1943.

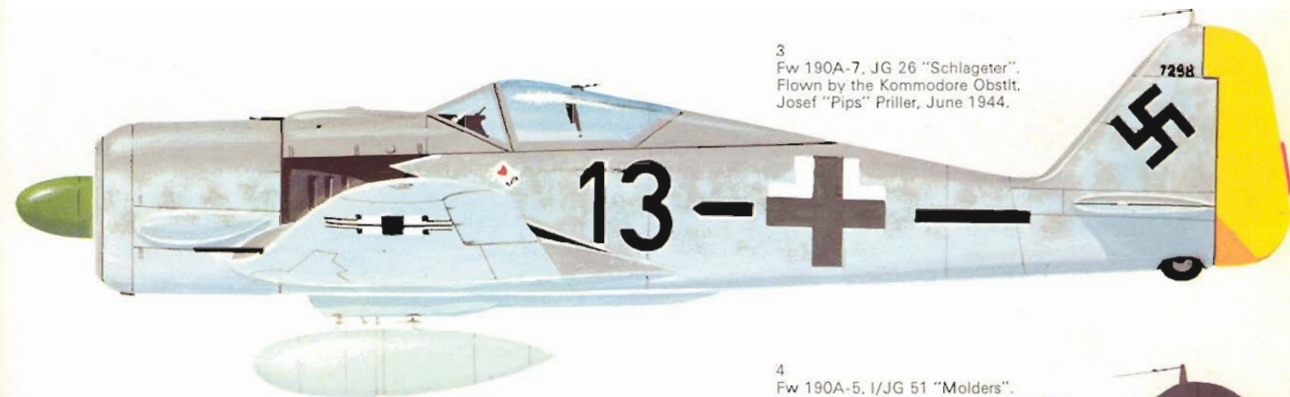


2

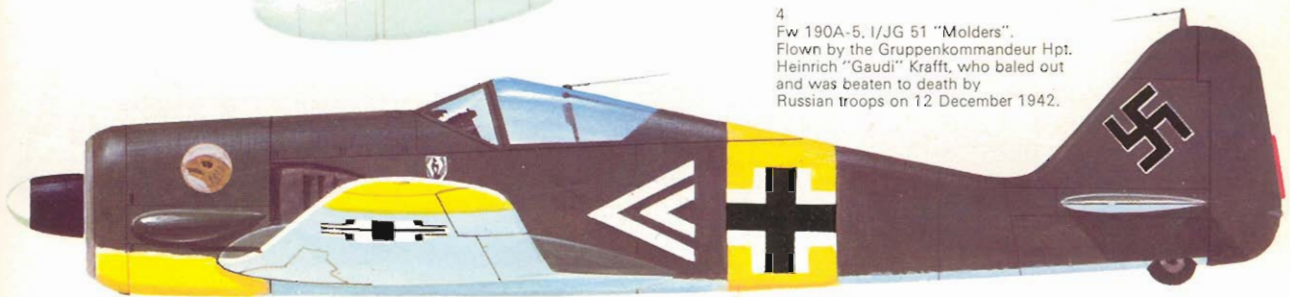
Fw 190A-4, Unidentified unit, probably JG 26, France 1943.



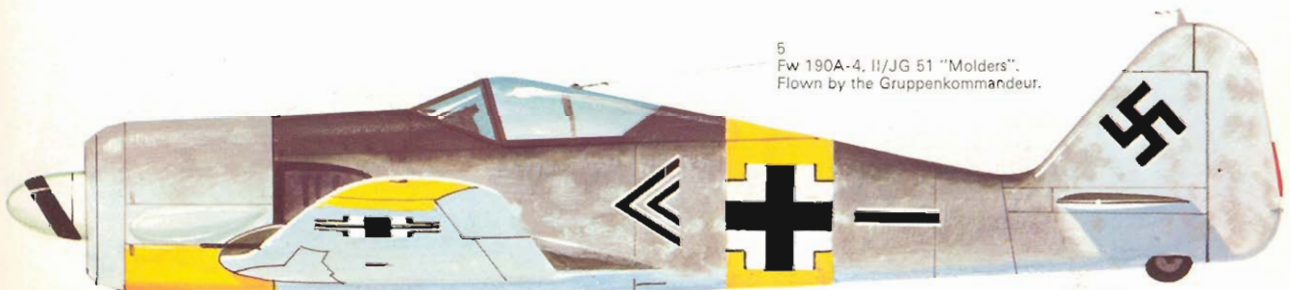
3

Fw 190A-7, JG 26 "Schlageter",
Flown by the Kommodore Obstlt.
Josef "Pips" Priller, June 1944.

4

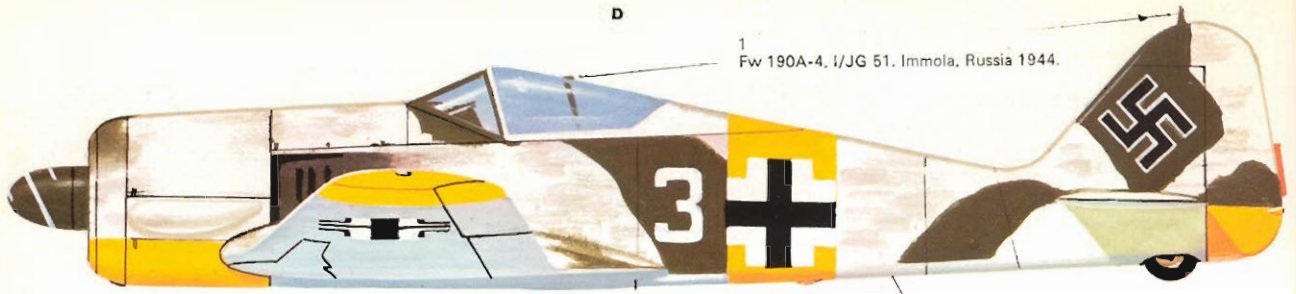
Fw 190A-5, I/JG 51 "Molders",
Flown by the Gruppenkommandeur Hpt.
Heinrich "Gaudi" Krafft, who baled out
and was beaten to death by
Russian troops on 12 December 1942.

5

Fw 190A-4, II/JG 51 "Molders",
Flown by the Gruppenkommandeur.

D

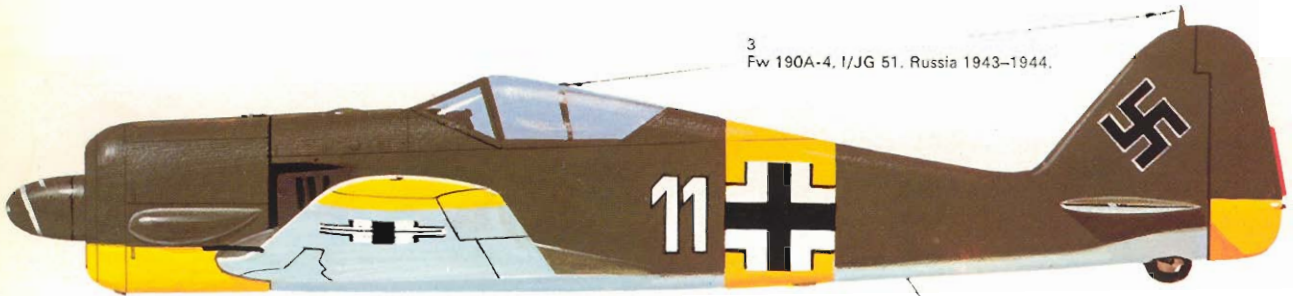
1
Fw 190A-4, I/JG 51. Immola, Russia 1944.



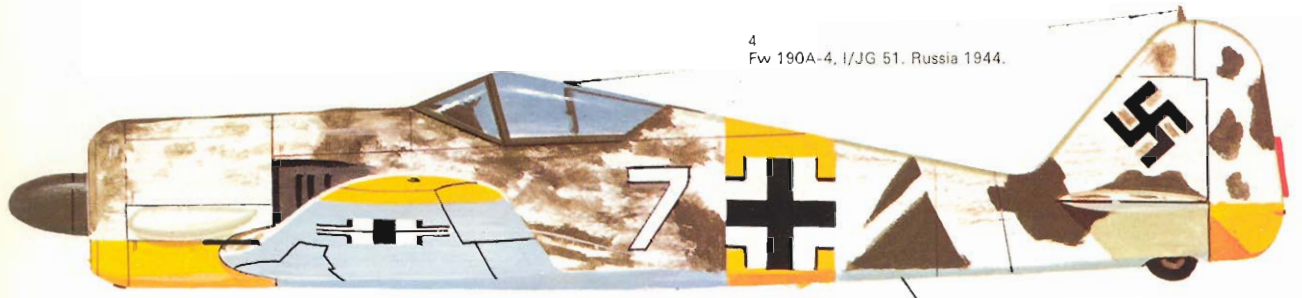
2
Fw 190A-4, I/JG 51. Russia 1944.



3
Fw 190A-4, I/JG 51. Russia 1943-1944.

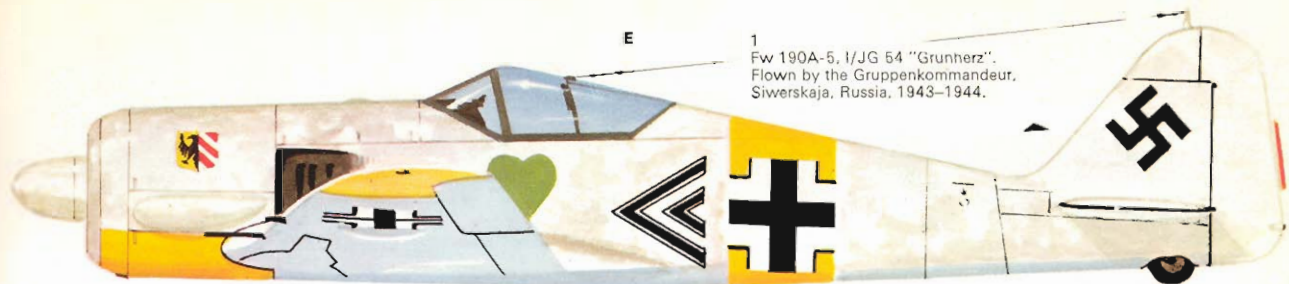


4
Fw 190A-4, I/JG 51. Russia 1944.



5
Fw 190A-4, I/JG 54 "Grunherz",
Siwerskaja, Russia.





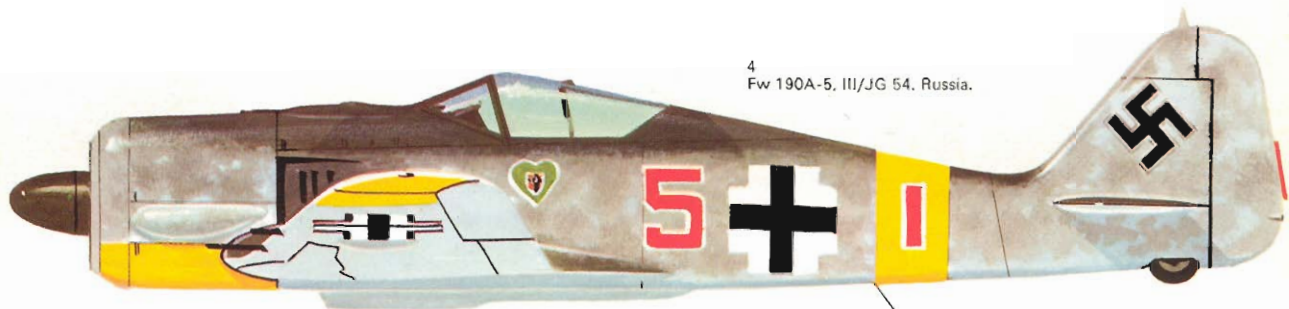
1
Fw 190A-5, I/JG 54 "Grunherz".
Flown by the Gruppenkommandeur,
Siwerskaja, Russia, 1943-1944.



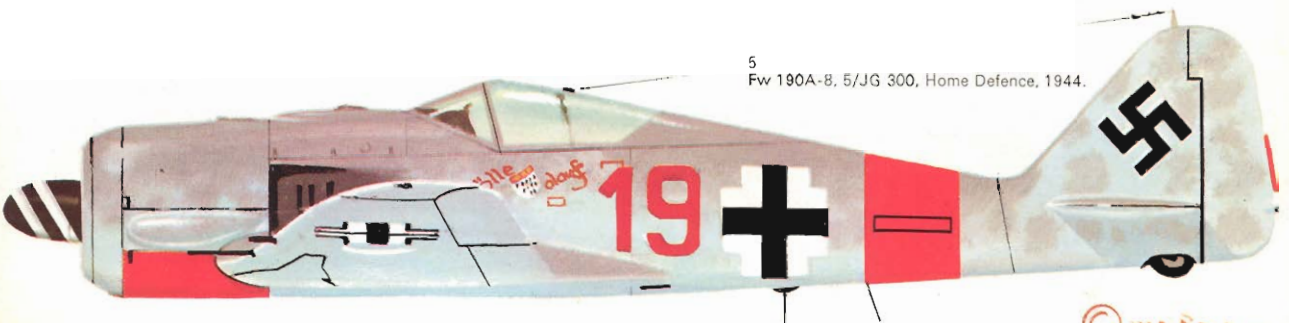
2
Fw 190A-4, I/JG 54, Siwerskaja, Russia.



3
Fw 190A-5, I/JG 54, Siwerskaja, Russia.



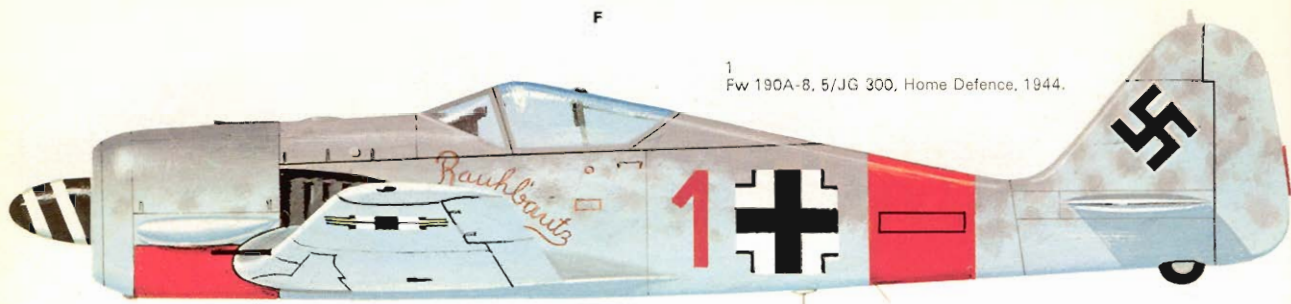
4
Fw 190A-5, III/JG 54, Russia.



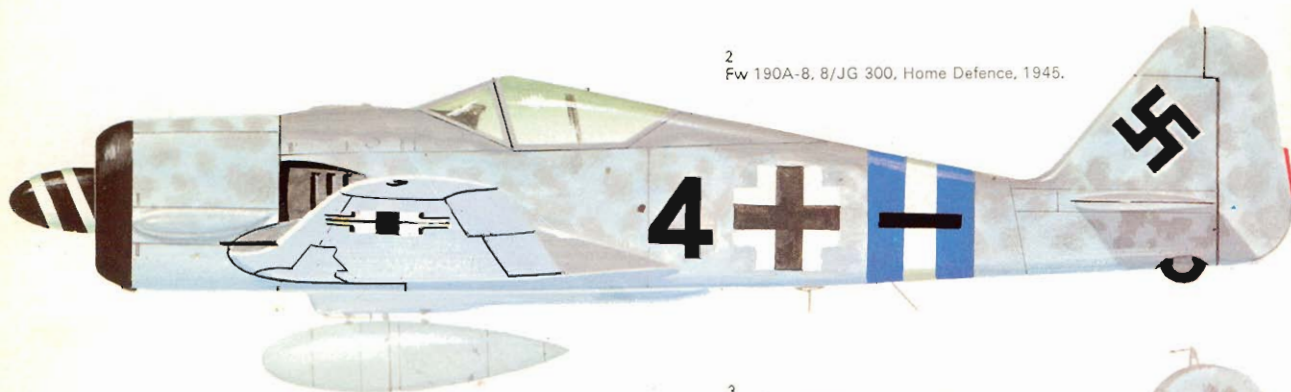
5
Fw 190A-8, 5/JG 300, Home Defence, 1944.

F

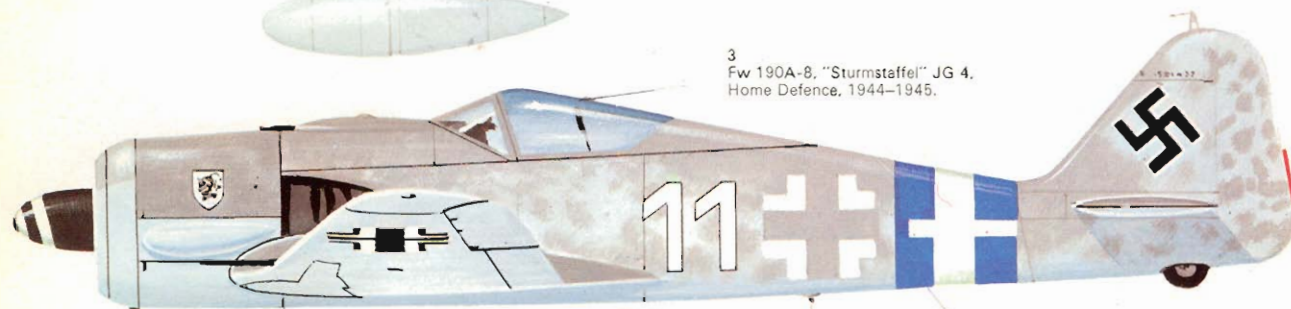
1
Fw 190A-8, 5/JG 300, Home Defence, 1944.



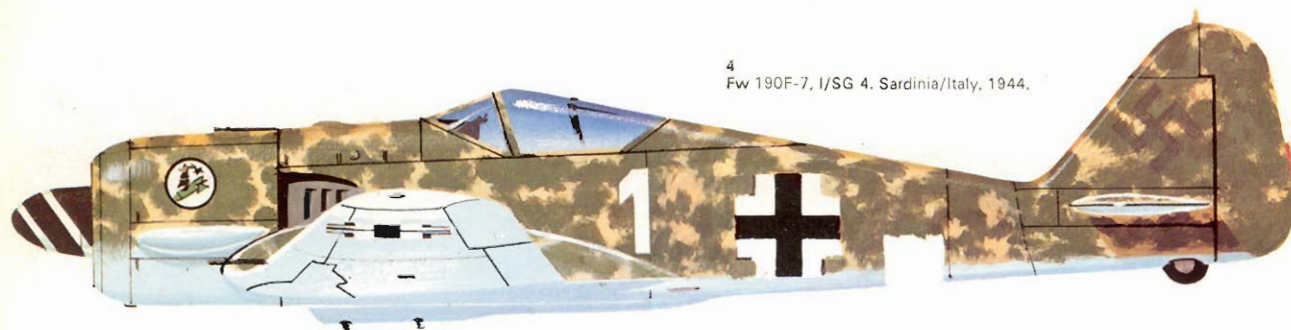
2
Fw 190A-8, 8/JG 300, Home Defence, 1945.



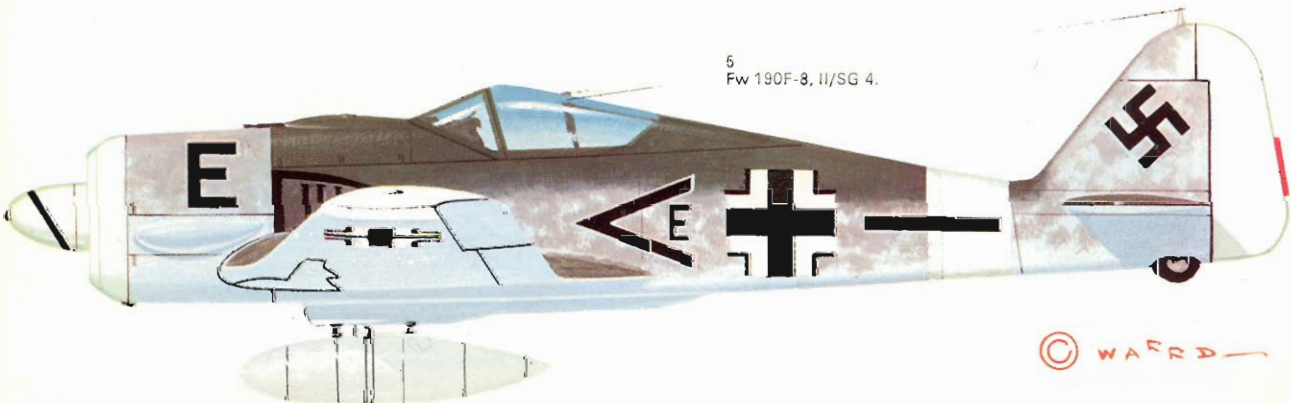
3
Fw 190A-8, "Sturmstaffel" JG 4,
Home Defence, 1944-1945.



4
Fw 190F-7, I/SG 4, Sardinia/Italy, 1944.

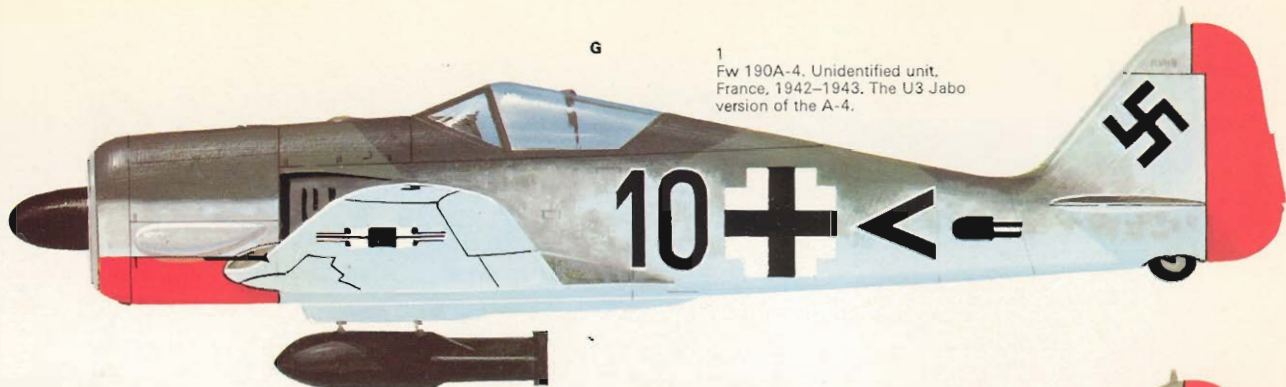


5
Fw 190F-8, II/SG 4.

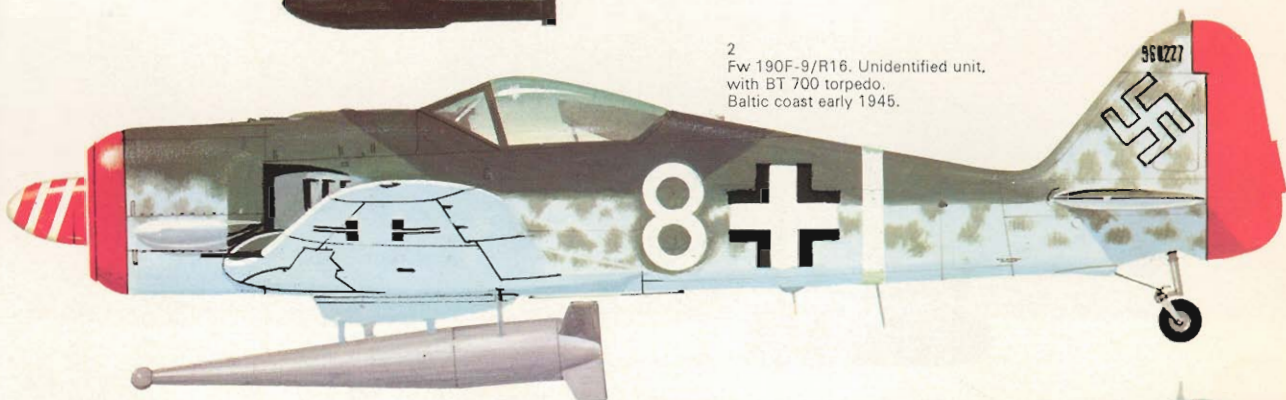


G

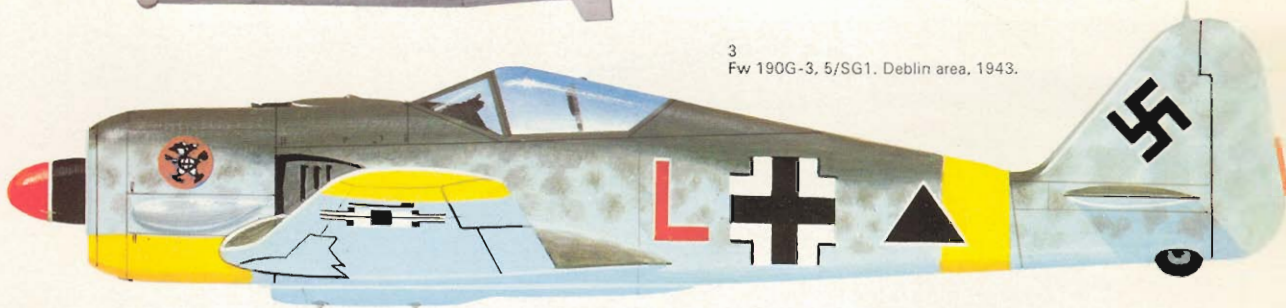
1
Fw 190A-4, Unidentified unit,
France, 1942-1943. The U3 Jabo
version of the A-4.



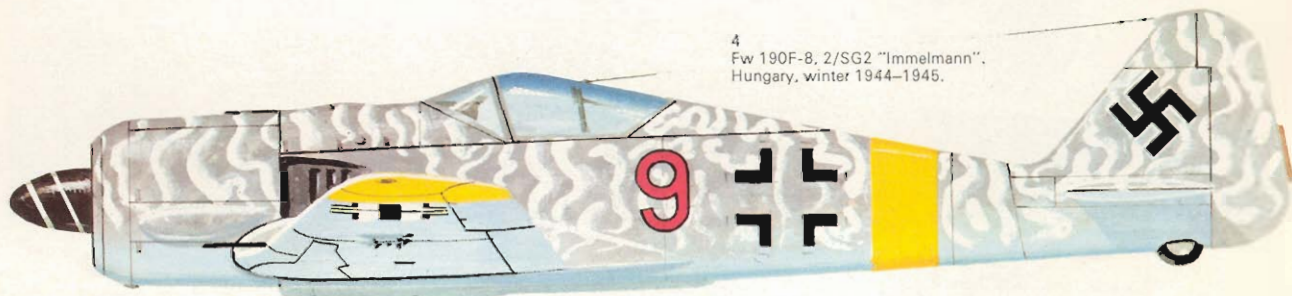
2
Fw 190F-9/R16, Unidentified unit,
with BT 700 torpedo.
Baltic coast early 1945.



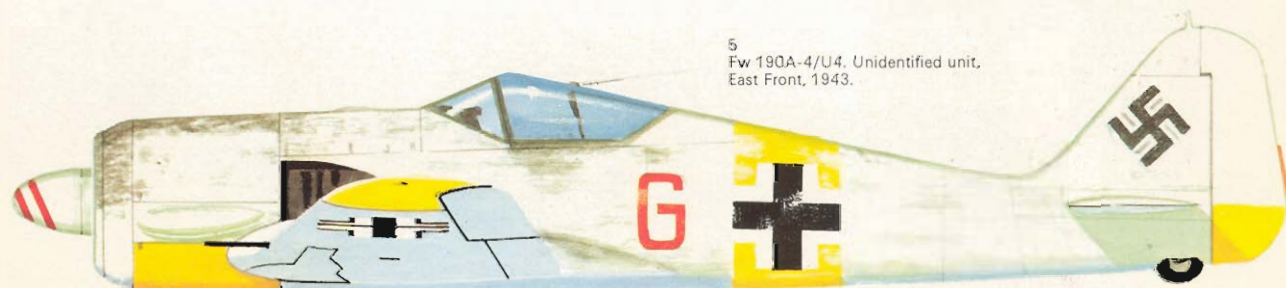
3
Fw 190G-3, 5/SG1, Deblin area, 1943.



4
Fw 190F-8, 2/SG2 "Immelmann",
Hungary, winter 1944-1945.

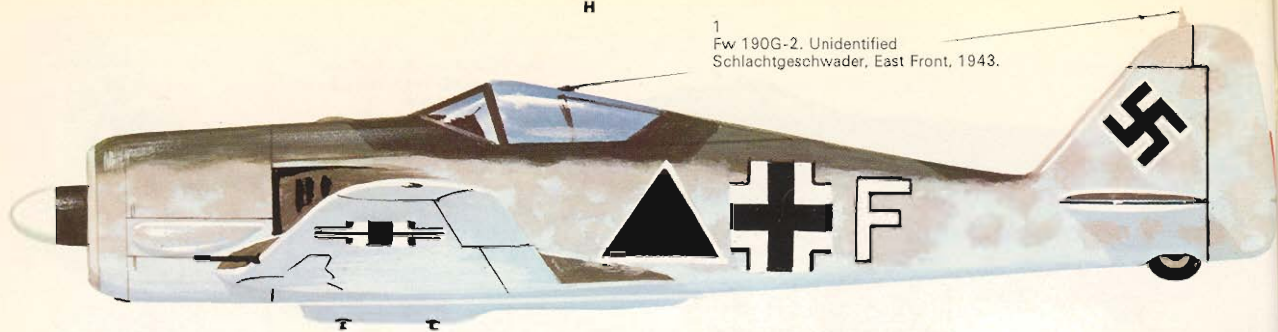


5
Fw 190A-4/U4, Unidentified unit,
East Front, 1943.

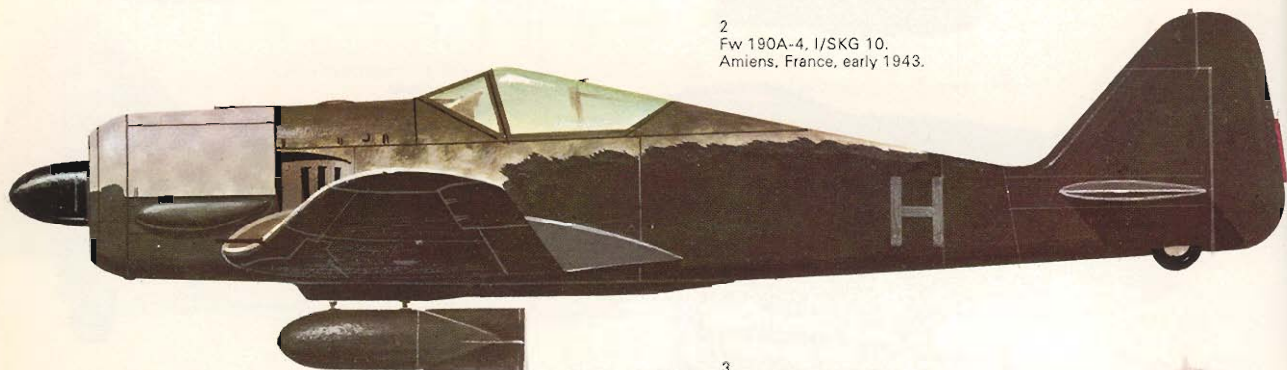


H

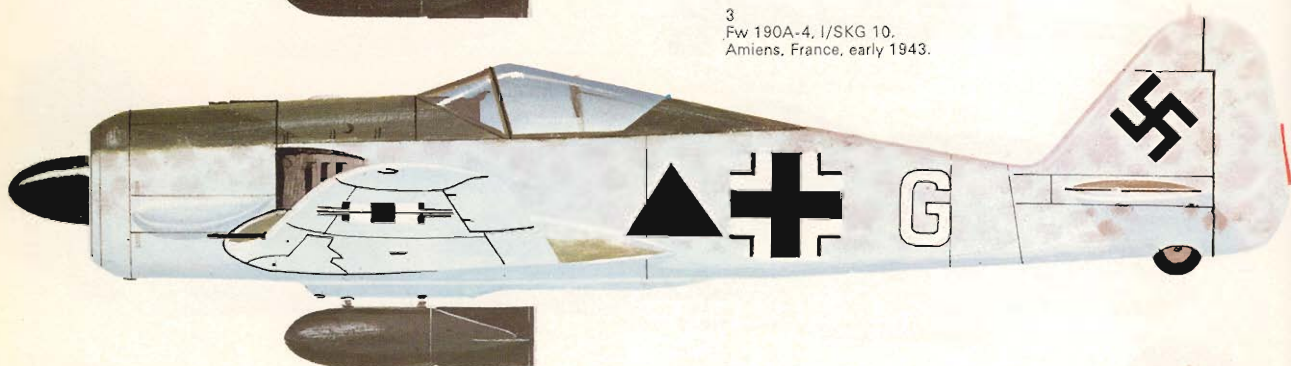
1
Fw 190G-2. Unidentified
Schlachtgeschwader, East Front, 1943.



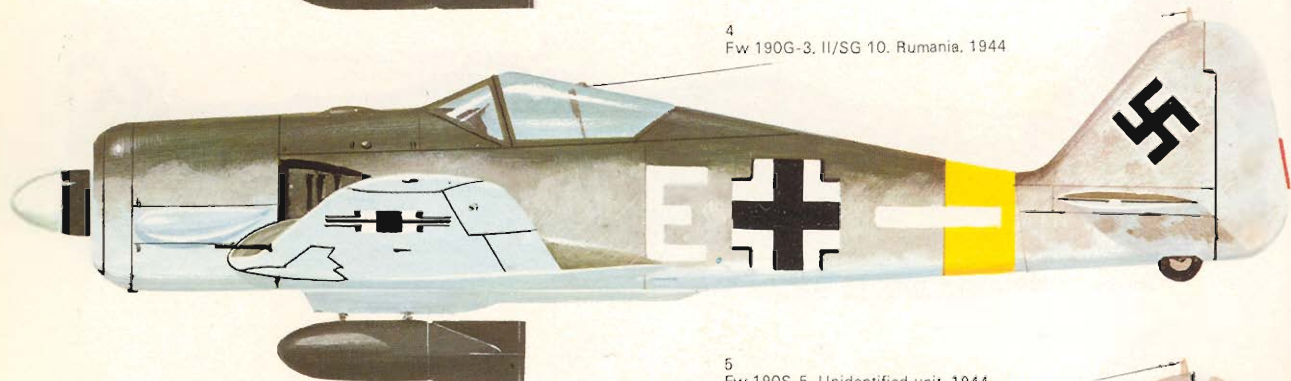
2
Fw 190A-4, I/SKG 10.
Amiens, France, early 1943.



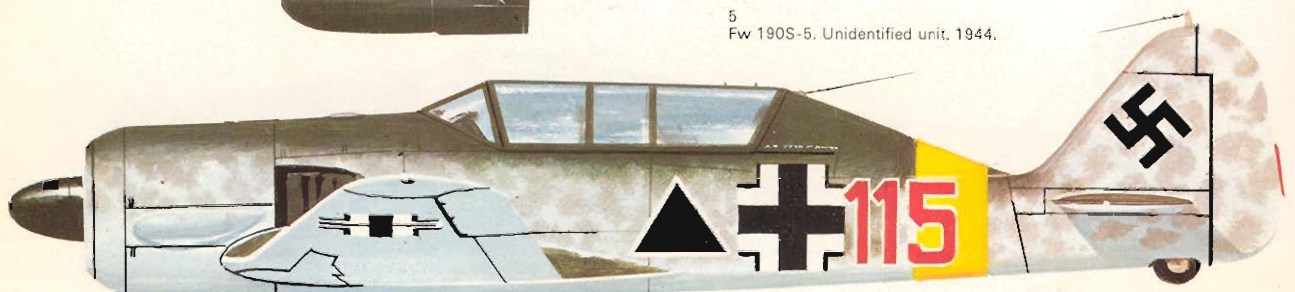
3
Fw 190A-4, I/SKG 10.
Amiens, France, early 1943.

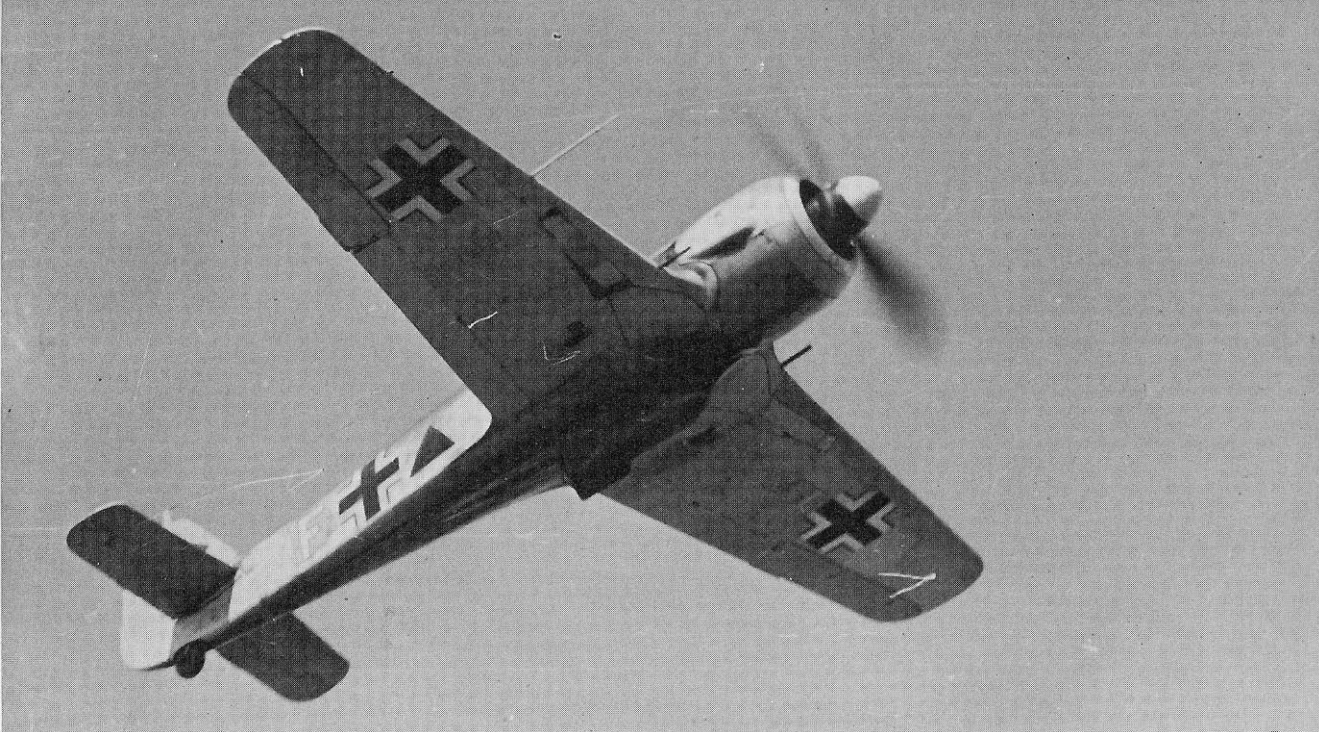


4
Fw 190G-3, II/SG 10. Rumania, 1944

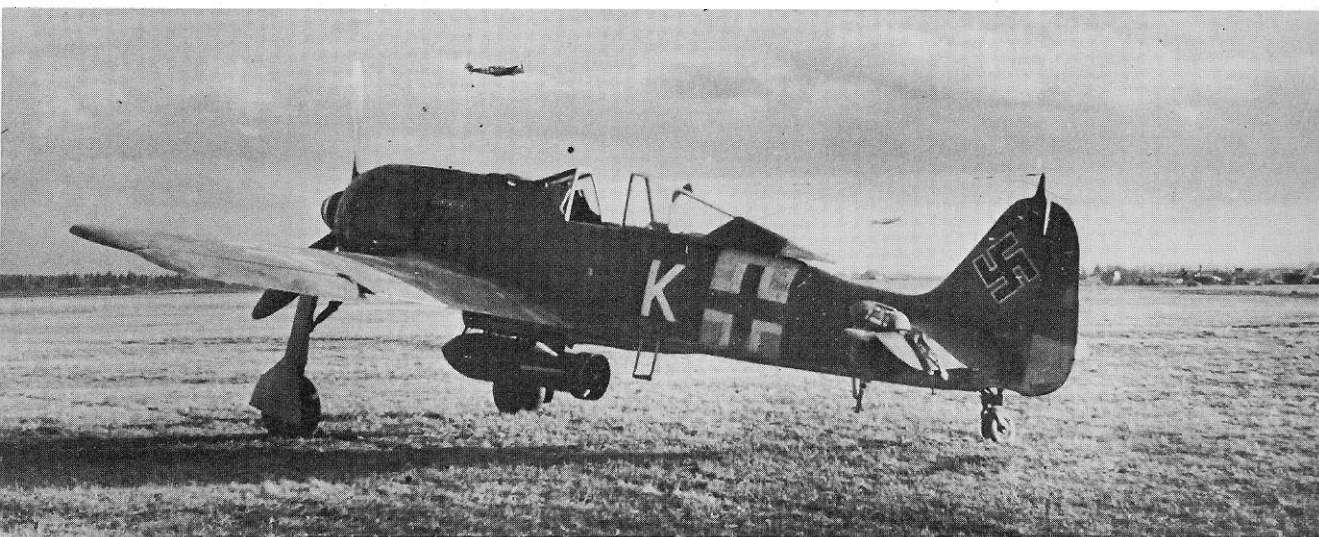


5
Fw 190S-5, Unidentified unit, 1944.





Above: A Fw 190G-2 with an SC 500 on the belly rack of an unidentified Schlachtgeschwader on the Eastern Front, 1943.



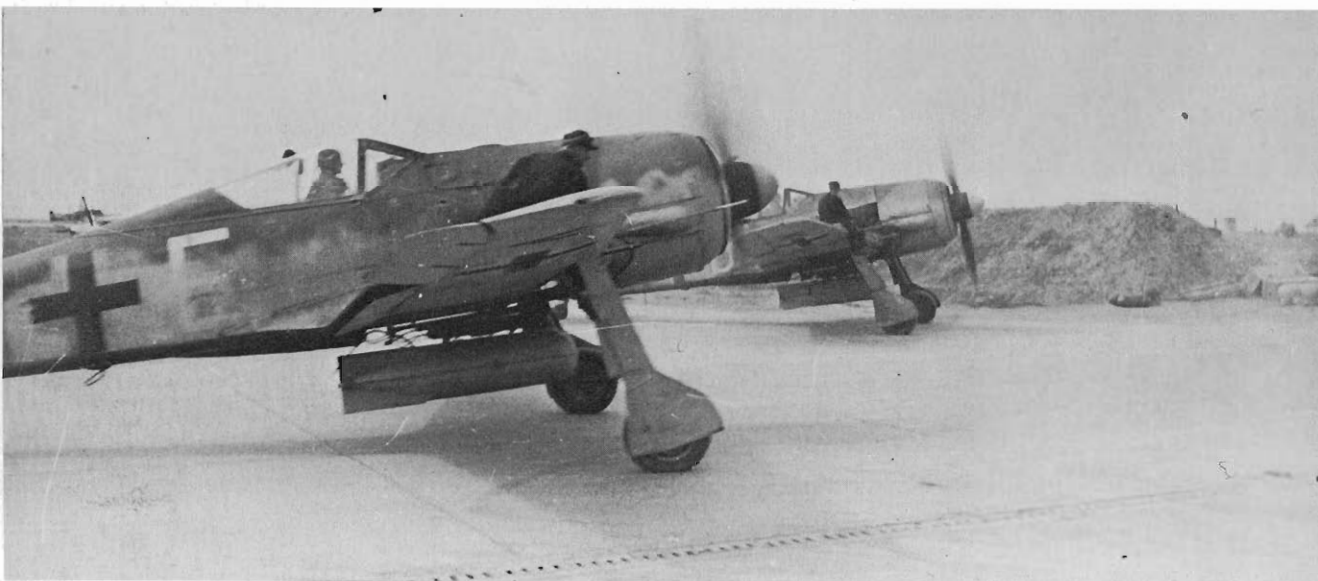
Above: Fw 190G-3 with a SD 500 on the belly rack stands at readiness on a Russian airfield with Bf 109's taking off in the distance.

Below: A pair of Fw 190F-8's fighter-bombers prepare to take off, unit unidentified.





Above & below: Fw 190G-3's of an unidentified unit taxiing out from dispersal for a ground attack mission, port and starboard views of E which carries the letters V to starboard, I to port in black on the under surfaces of the wing.

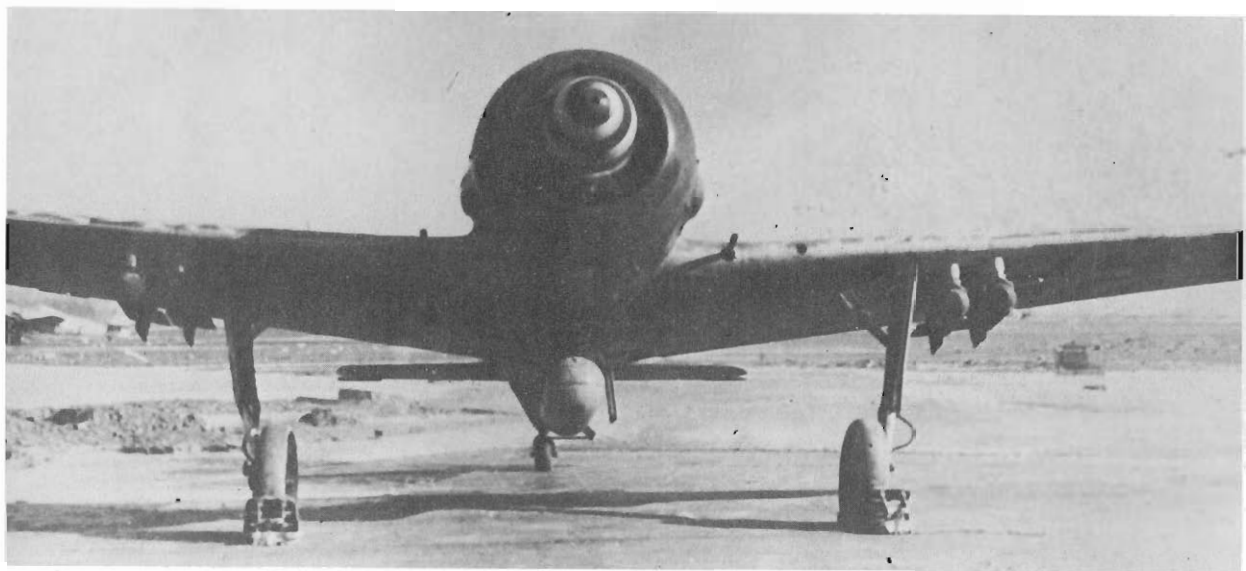


Below: Another aircraft of the same unit, probably D above.





Above: Fw 190F-8's of 2/SG 2 "Immelmann" on a Hungarian airfield during the winter of 1944-1945. (Hans Obert)



Above: A fully-armed F-8 of 2/SG 2 awaiting take-off. (Hans Obert)

Below: An F-8 armed with 4xSC50s on wing racks awaits the signal for take-off.

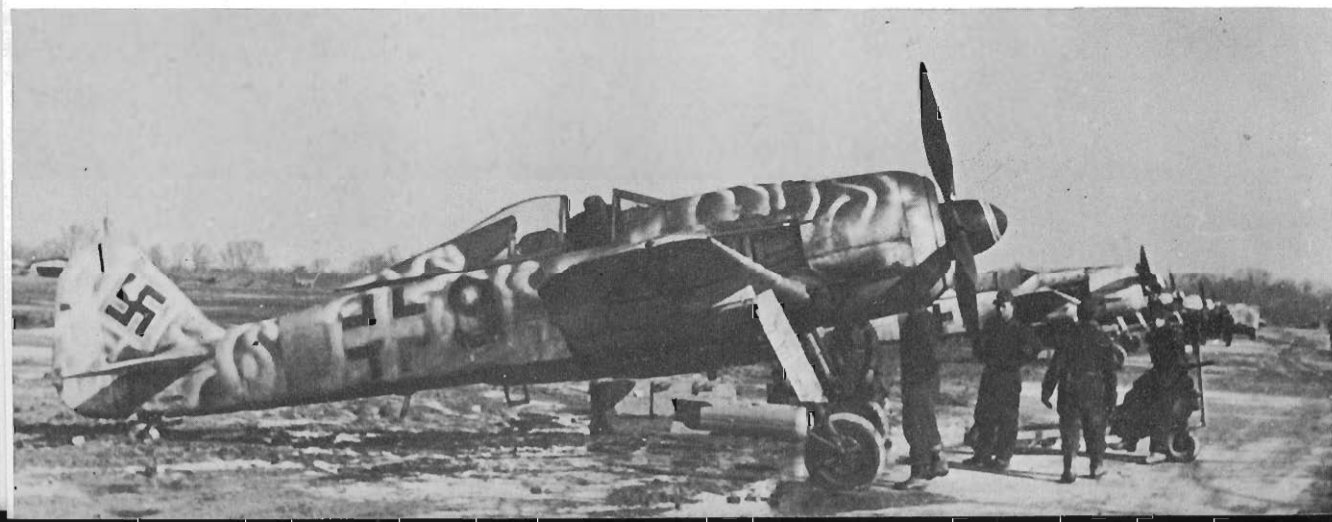




Above & below: The Gruppen-Adjutant's aircraft of SG 2 showing both port and starboard details. A colour illustration of this aircraft will be found in AIRCAM No. S18 Vol. 2 50 Fighters 1938-1945. (Hans Obert)



Below: Line-up of Fw 190F-8s of 2/SG 2 apparently in the spring of 1945. Hungary. (Hans Obert)

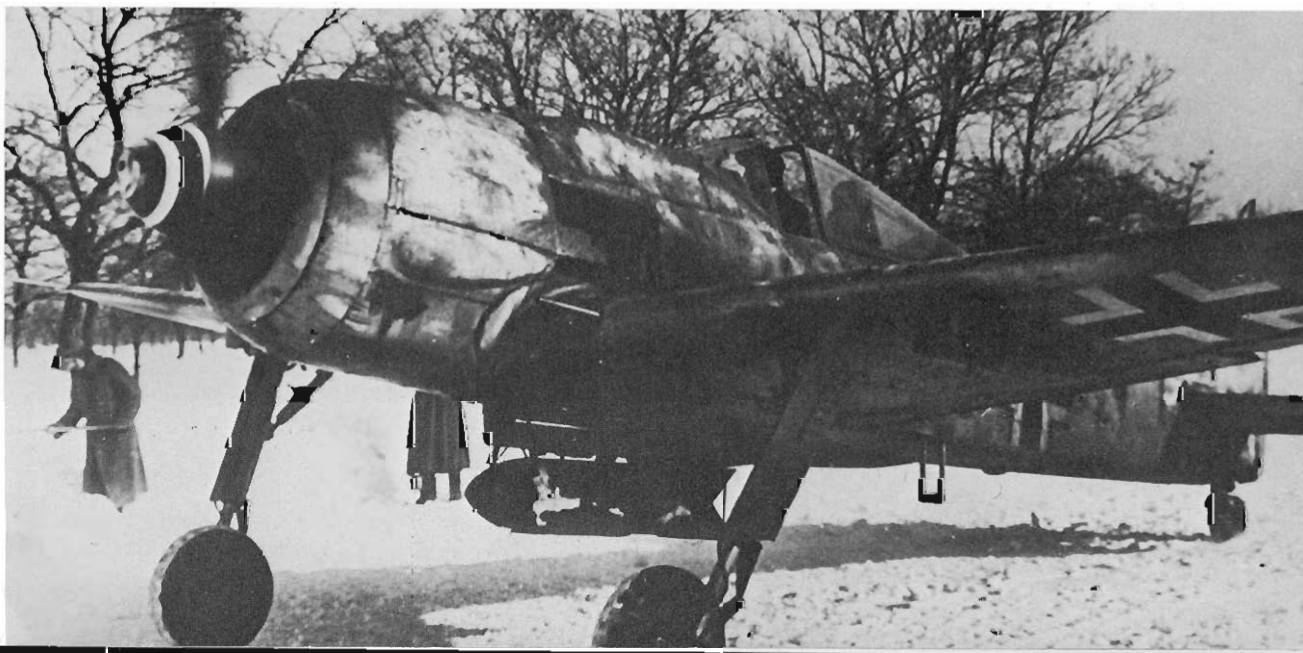




Above & below: This F-8 of 2/SG 2 displays an interesting marking on the port wing on both upper and under surfaces in the form of a white V outboard of the wing crosses. (Hans Obert)



Below: With an SC 500 on the belly rack, empty wing racks, this F-8 of 2/SG 2 awaits the take-off signal for a ground attack mission. Note all these F-8's have the wheel covers removed. (Hans Obert)





Above: Fw 190A-3, the initial equipment of I/SG 4 on a Sardinian airfield, note the white wing tip, fuselage band and lower cowl.



Above & below: Starboard side view of white 19 and port side of white 10, note the variation in coverage of the under surface white wing tip. This white tip was seldom applied to the upper surfaces but there were exceptions.

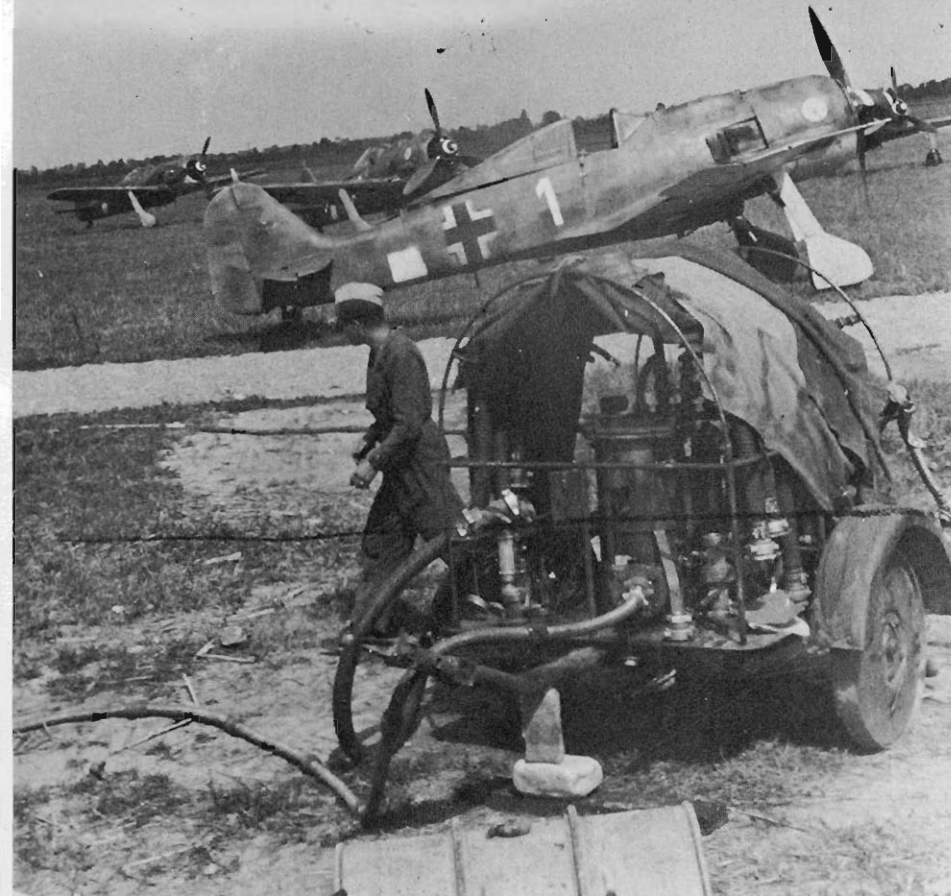




Above: With the paraphernalia of the ground crew in the foreground a Fw 190A-3 prepares to take off.

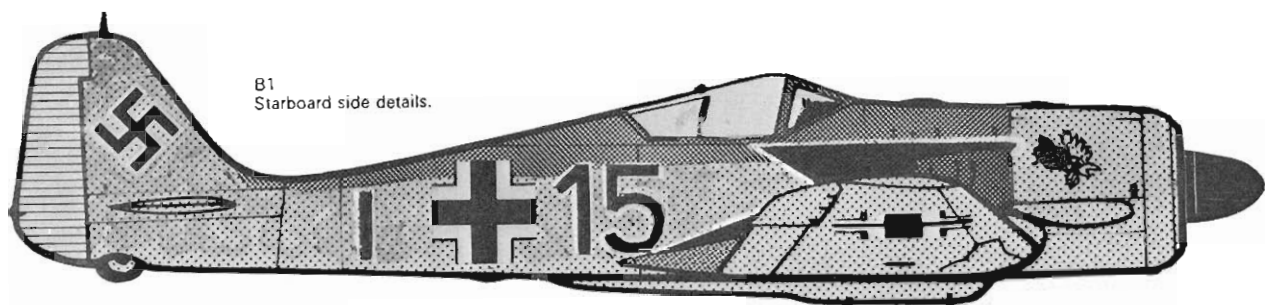
Below: Fw 190F-7 fighter-bombers of II/SG 2 on a Sardinian airfield in 1943.





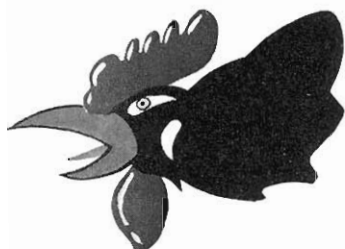
Fw 190F-7's of I/SG 4 in sand and green camouflage probably photographed on an Italian airfield at the time of the Anzio landings.



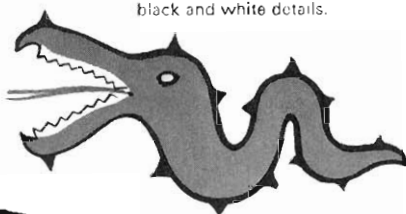
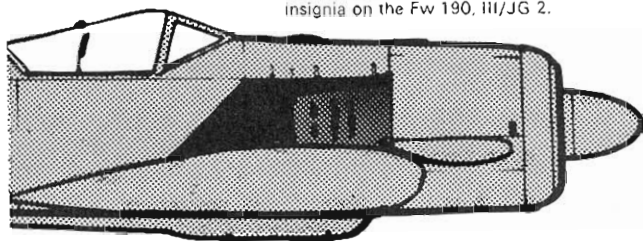


81
Starboard side details.

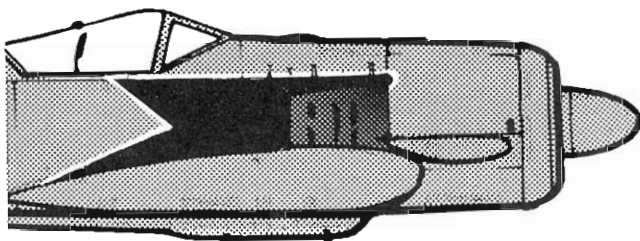
Development of the black "eagle head" from a tidying up of the area aft of the exhaust stubs to the largest insignia on the Fw 190, III/JG 2.



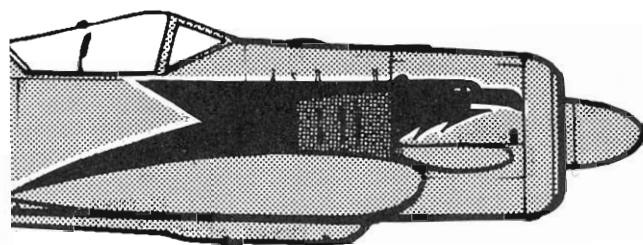
III/JG 2 "Richthofen".
Black head, yellow beak,
red comb, white details.



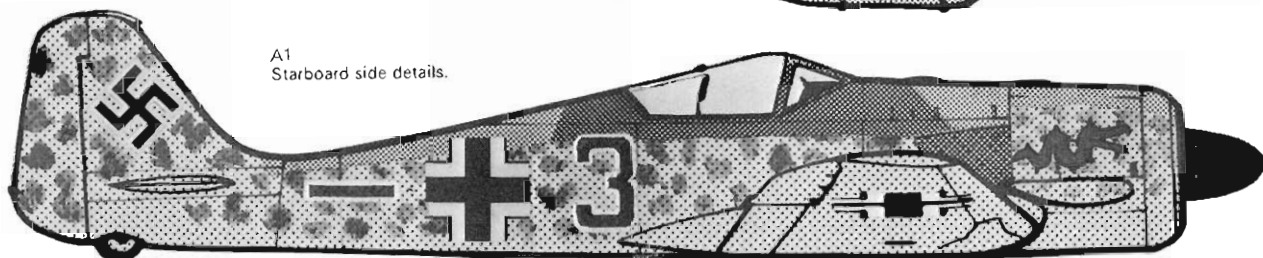
II/JG 1 Green "Tatzelwurm"
black and white details.



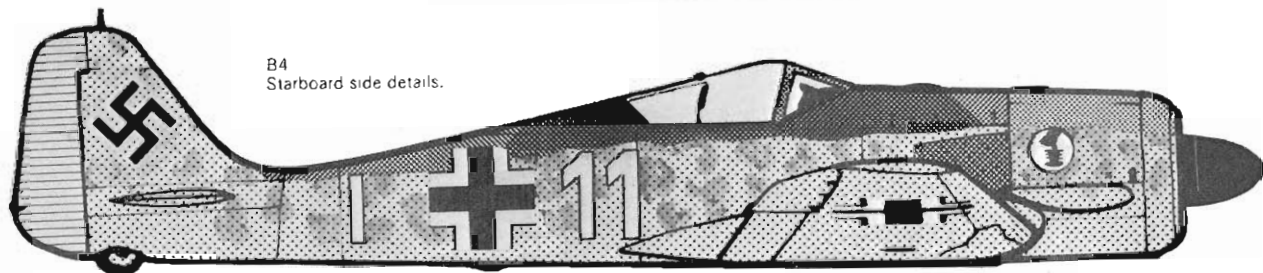
7/JG 2 "Richthofen"
Black on white disc.



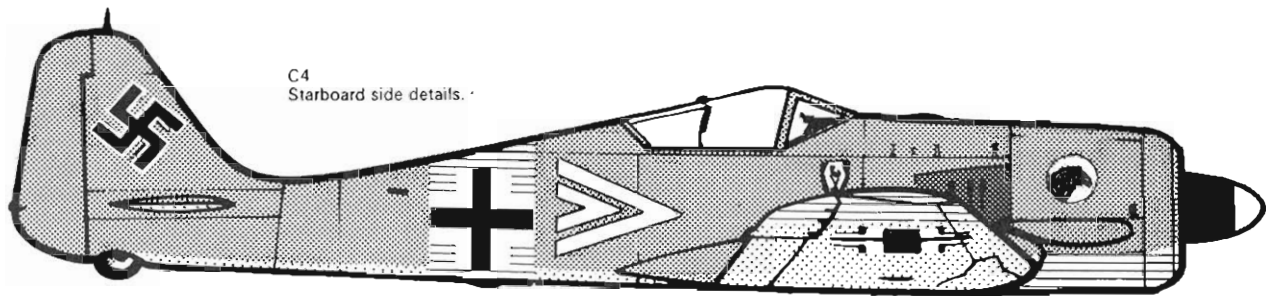
A1
Starboard side details.



B4
Starboard side details.



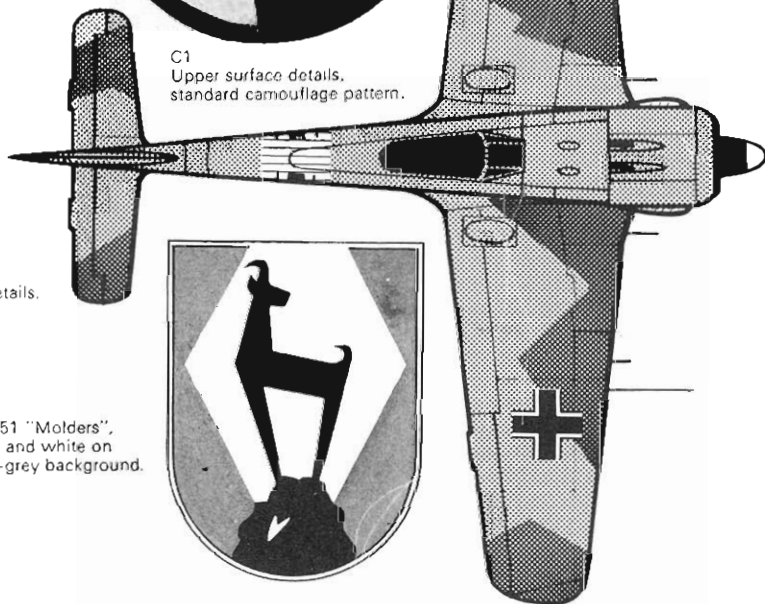
C4
Starboard side details.



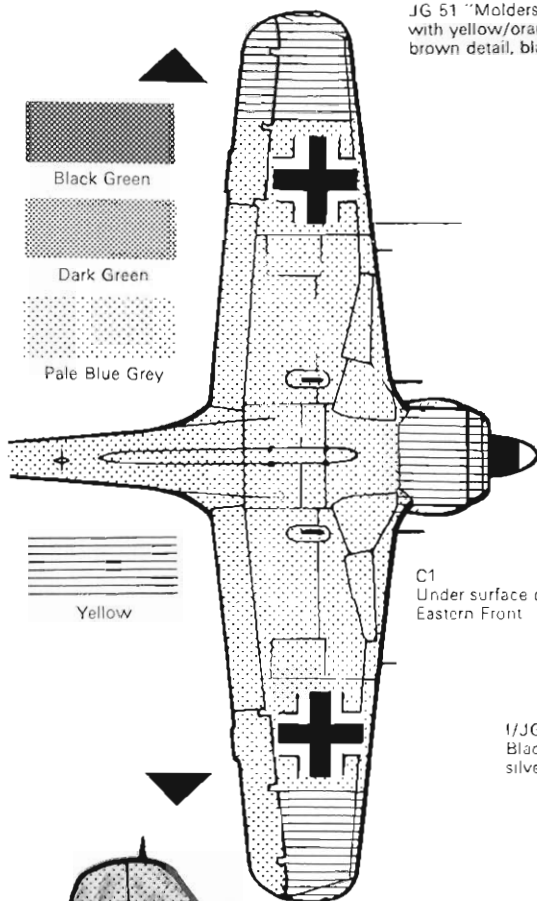
JG 51 "Molders". Silver disc
with yellow/orange buzzard's head,
brown detail, black eye.



C1
Upper surface details,
standard camouflage pattern.



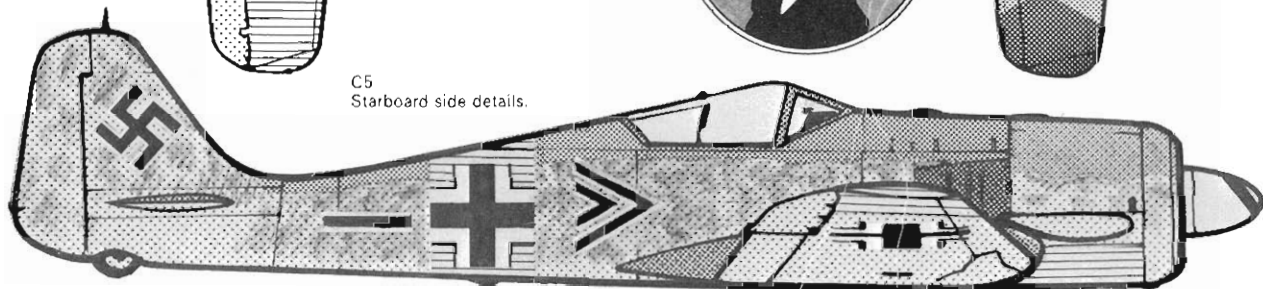
C1
Under surface details,
Eastern Front



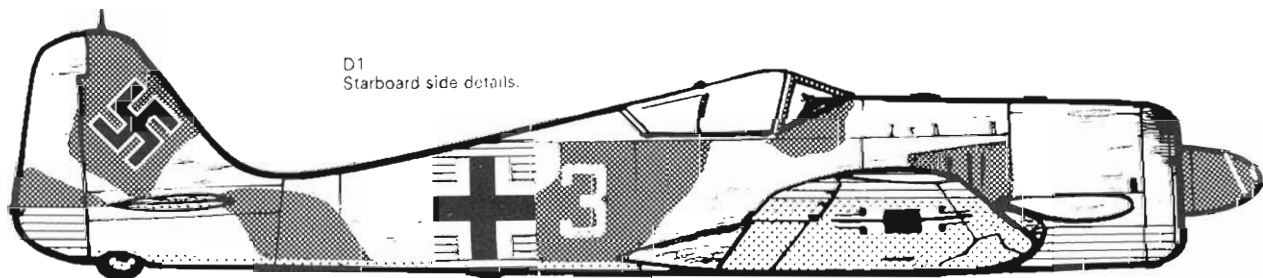
1/JG 51 "Molders",
Black and white on
silver-grey background.

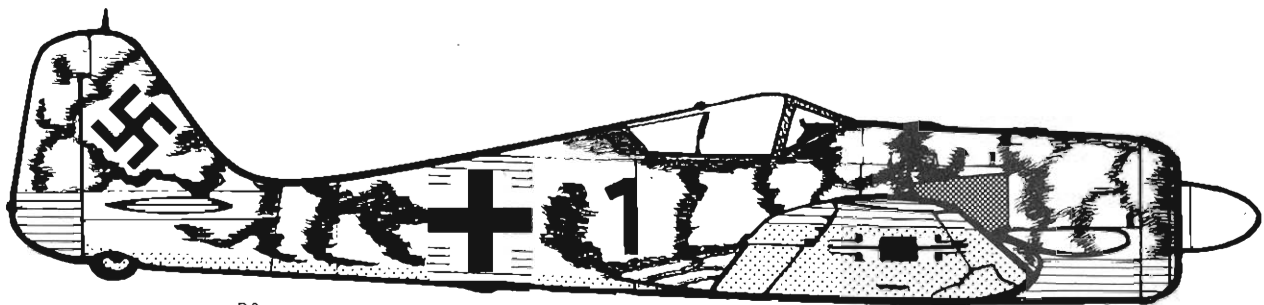


C5
Starboard side details.



D1
Starboard side details.





Black Green



Dark Green



Yellow



Pale Blue Grey

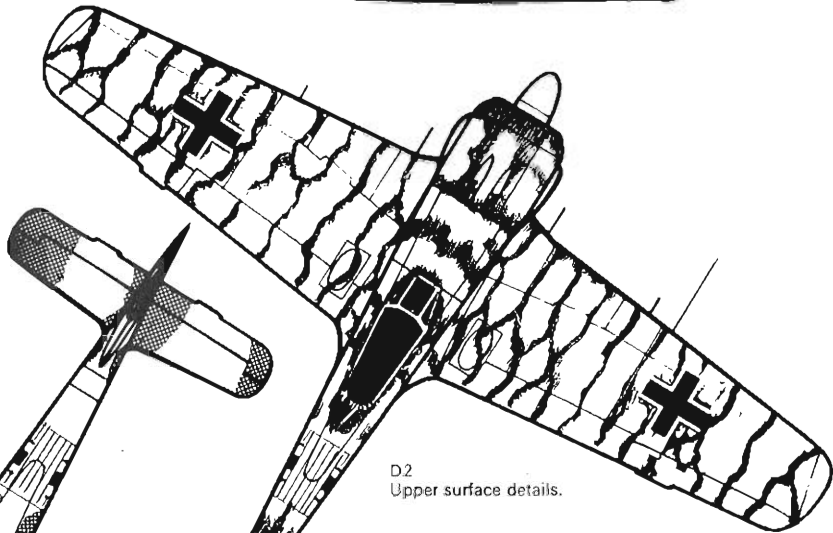


White on Splinter



Green on White

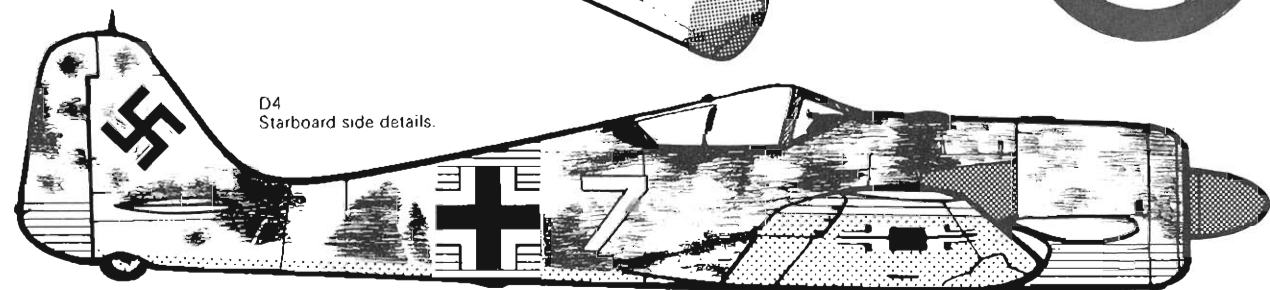
D2
Starboard side details.
This broken scheme was used
during the early spring thaw
period in Russia.



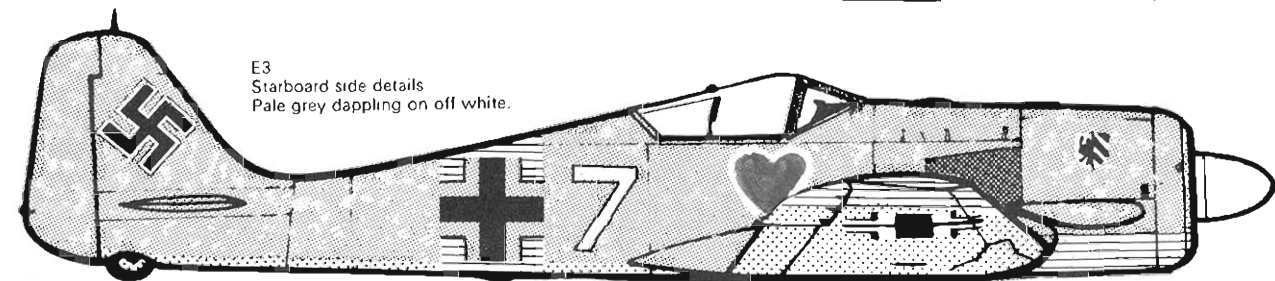
D2
Upper surface details.

D1
Upper surface details,
D4 similar. The application
of the large white areas
on the upper surface of
the wings was of a
free-lance nature but
was usually applied to
the same general areas.

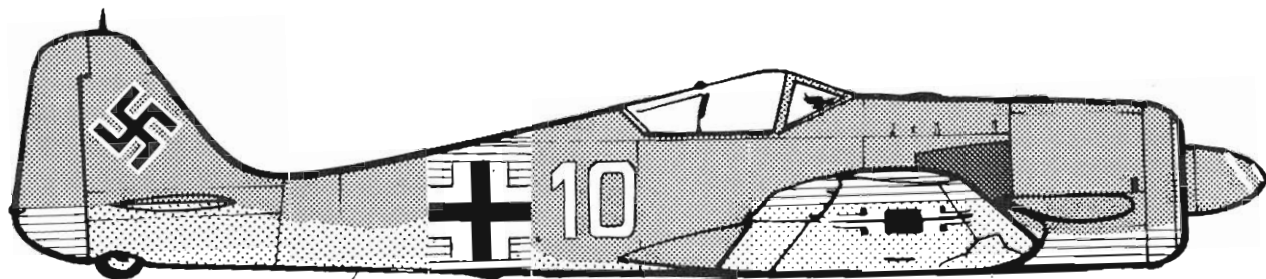
FC1
JG 1. White shield,
red surround,
black cross,
silver winged arrow.



D4
Starboard side details.



E3
Starboard side details
Pale grey dapping on off white.



FC4
Starboard side details.



Black Green



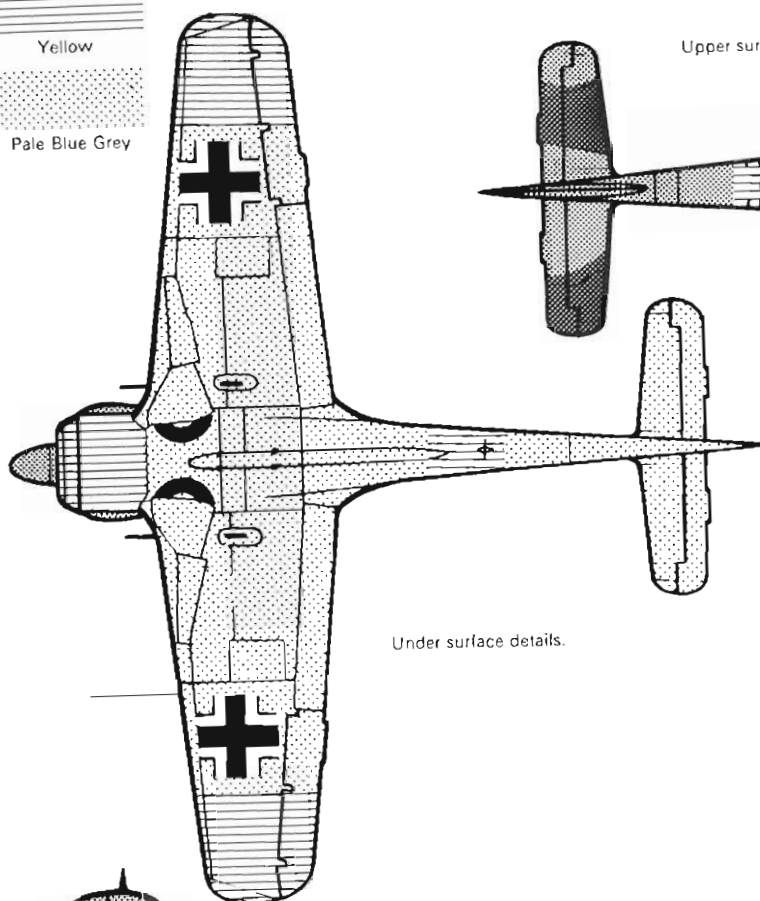
Dark Green



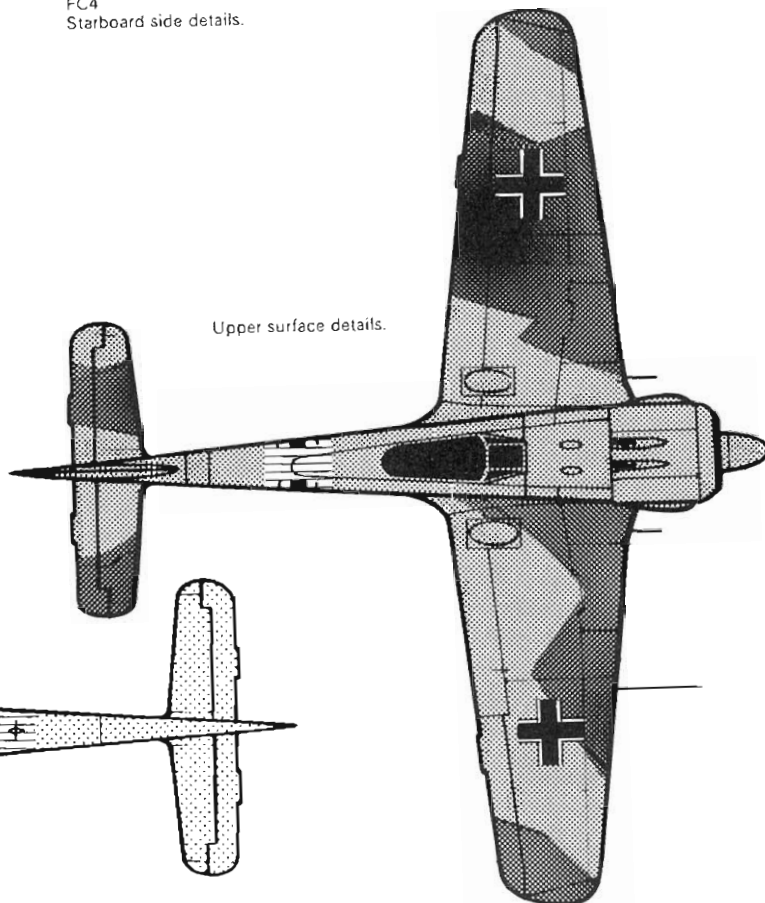
Yellow



Pale Blue Grey

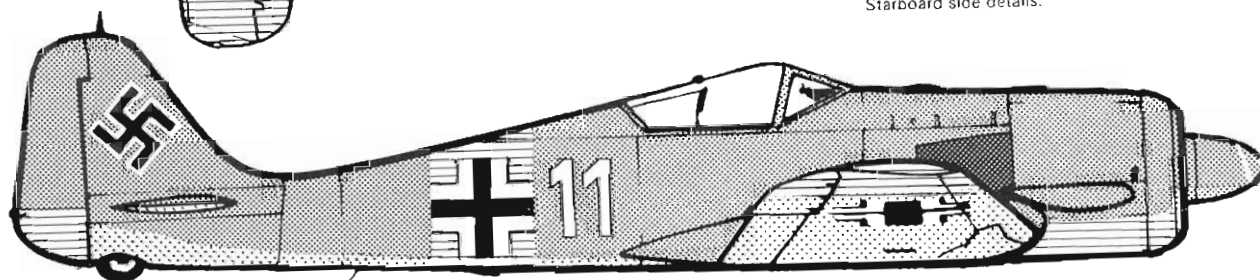


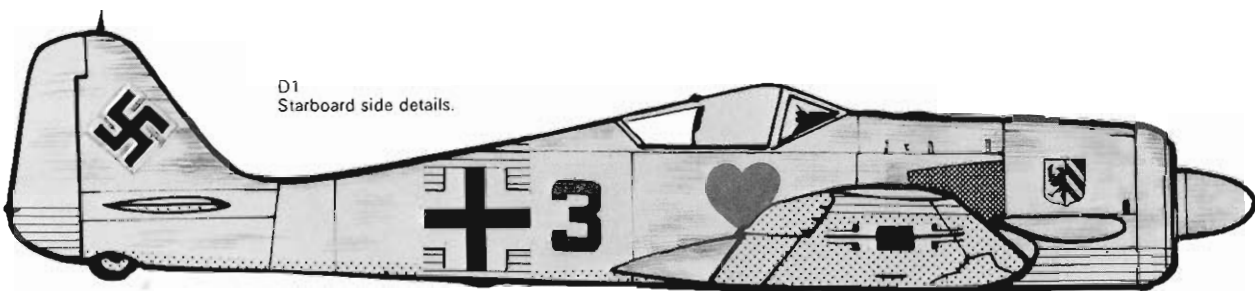
Under surface details.



Upper surface details.

D3
Starboard side details.





D1
Starboard side details.



Yellow

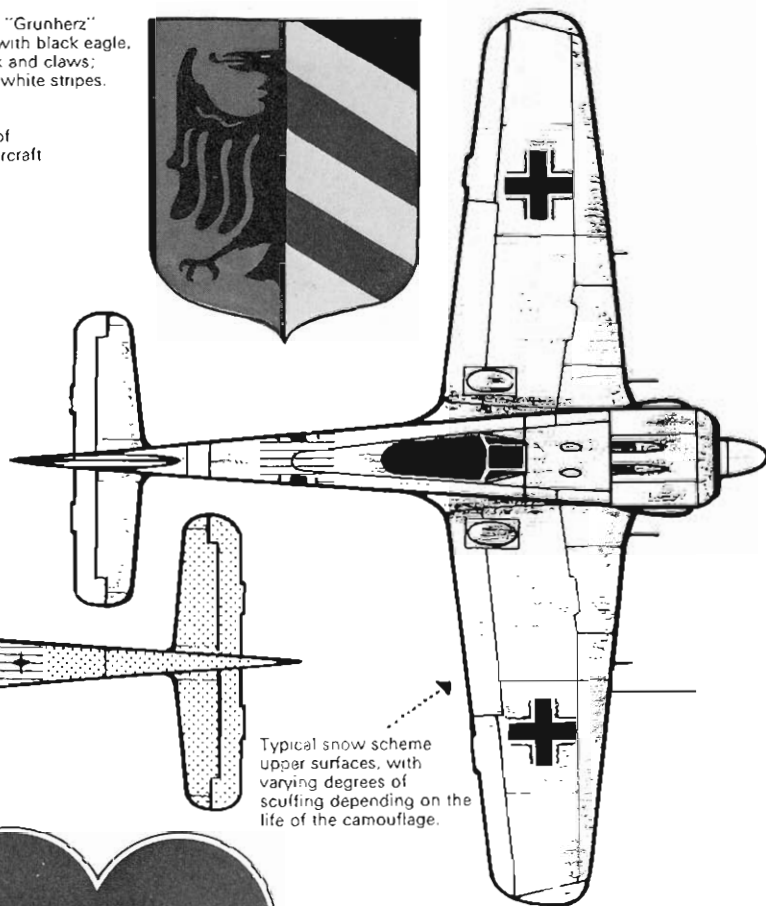


Pale Blue Grey

I/JG 54 "Grunherz"
Yellow with black eagle,
red beak and claws;
red and white stripes.



Under surface details, typical of
JG 54 though some of their aircraft
had the yellow extended
to cover the ailerons also.



Typical snow scheme
upper surfaces, with
varying degrees of
scuffing depending on the
life of the camouflage.

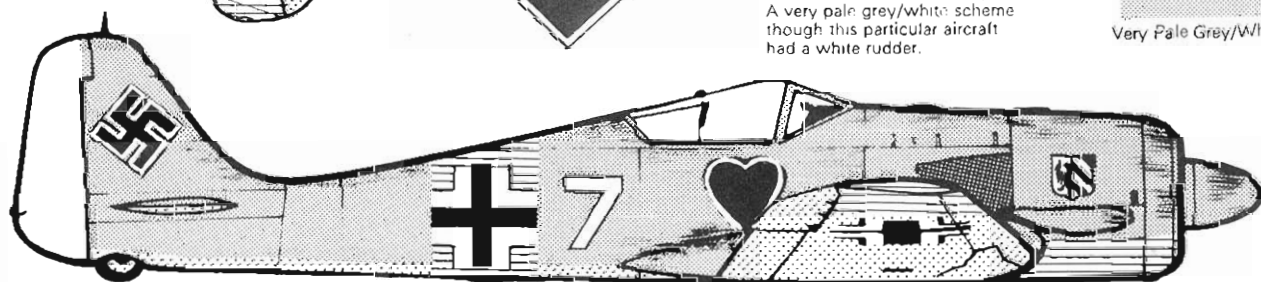


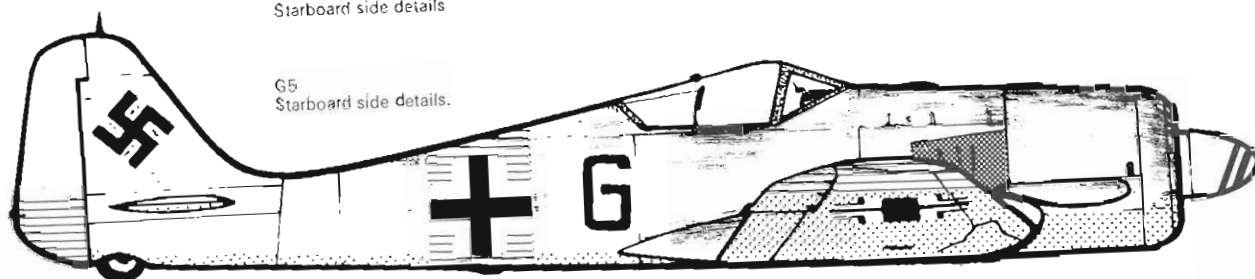
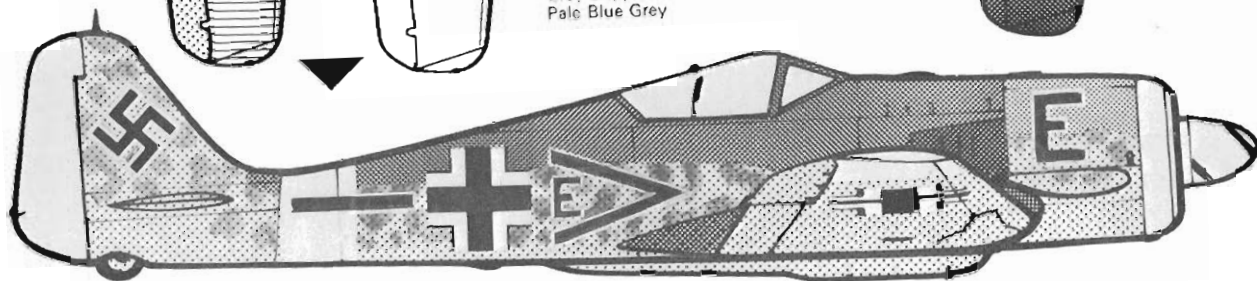
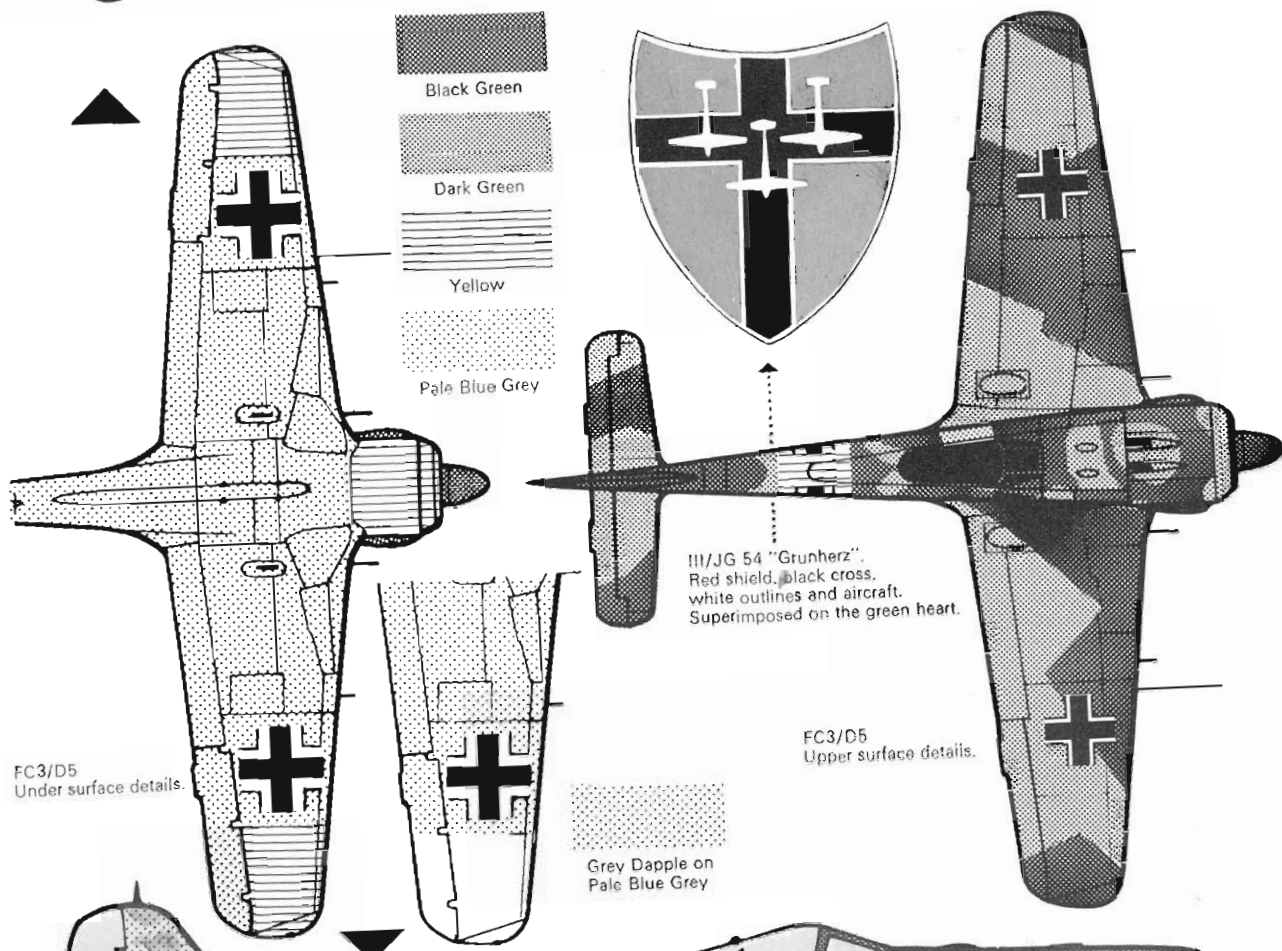
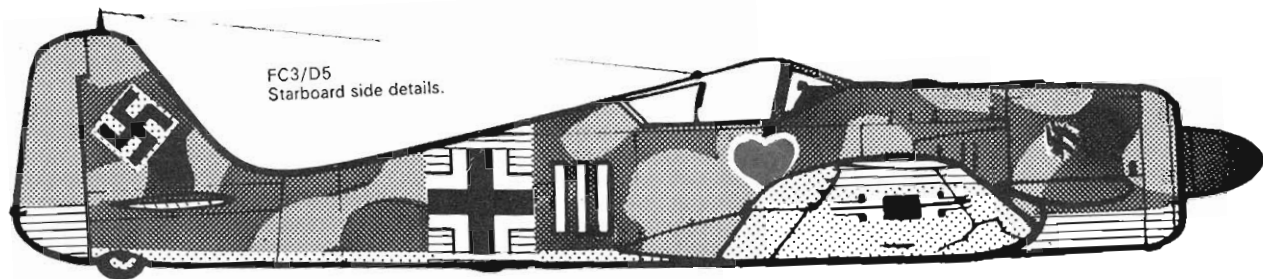
JG 54 "Grunherz".
Bright green with white surround,
illustrated with straight side
but often curved.

Starboard side details, see photo
A very pale grey/white scheme
though this particular aircraft
had a white rudder.

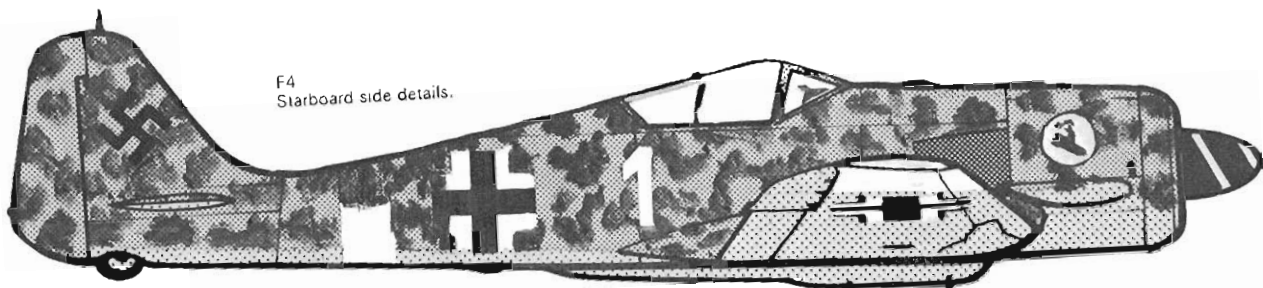


Very Pale Grey/White





F4
Starboard side details.



1/SG 4. Green bomb,
black and white mouse
with flesh face and
hands on white disc.

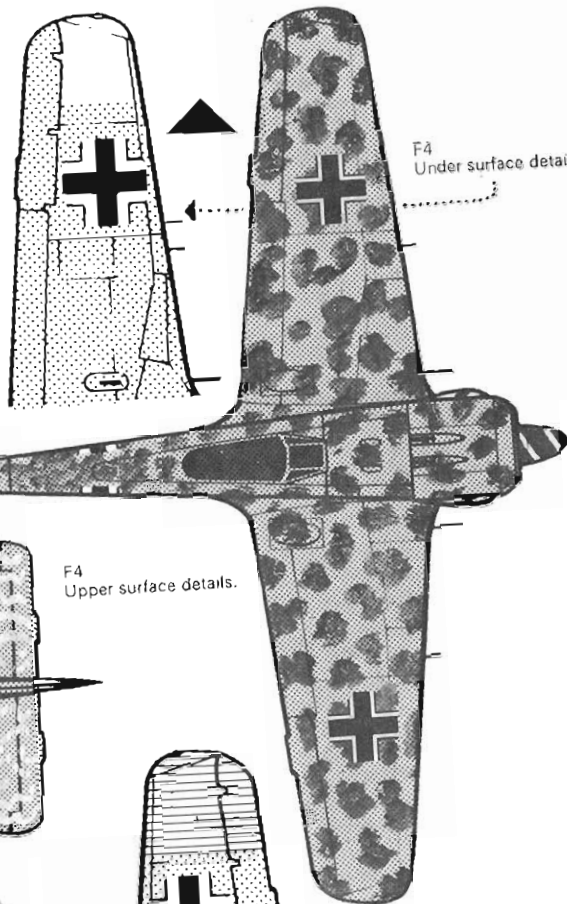


Dark Green on Sand



Pale Blue Grey

F4
Under surface details.



G4
Upper surface details.

F4
Upper surface details.

5/SG 1. Red disc
black and white details.



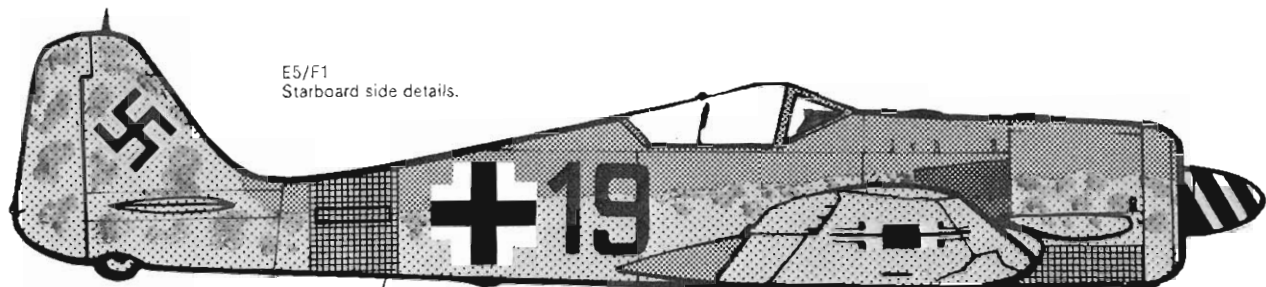
G4
Under surface details.



White on Grey

G4
Starboard side details.





E5/F1
Starboard side details.

E5/F1
Under surface details.



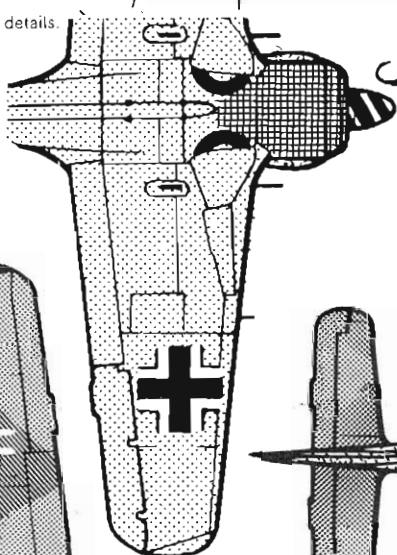
Dark Grey



Medium Grey

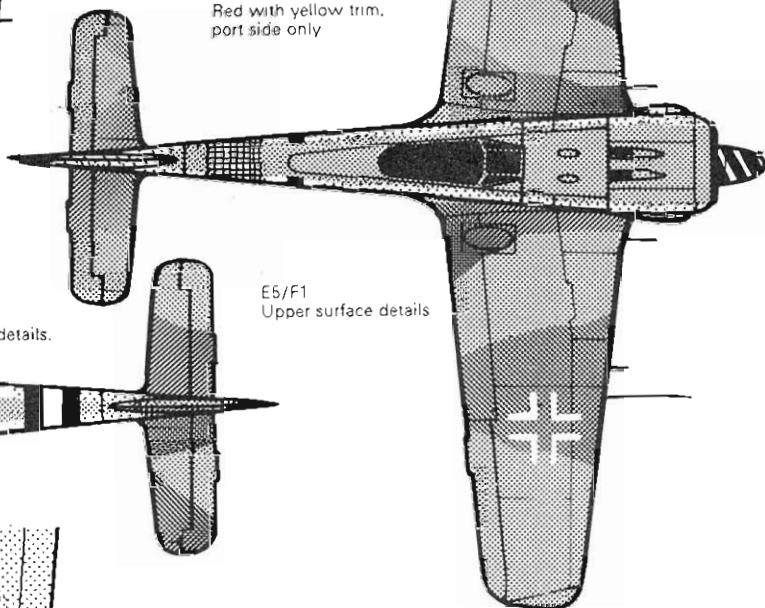


Red

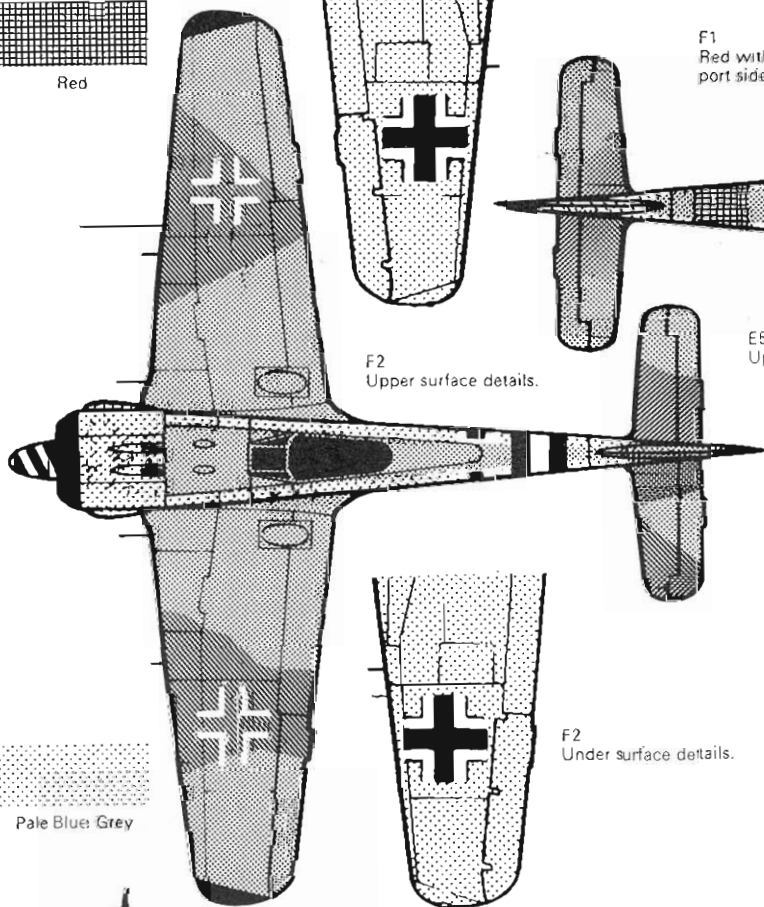


Rauhlaute
VII.

F1
Red with yellow trim,
port side only

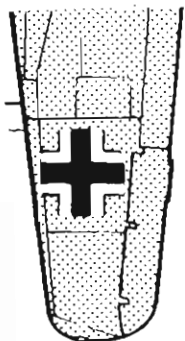


E5/F1
Upper surface details



F2
Upper surface details.

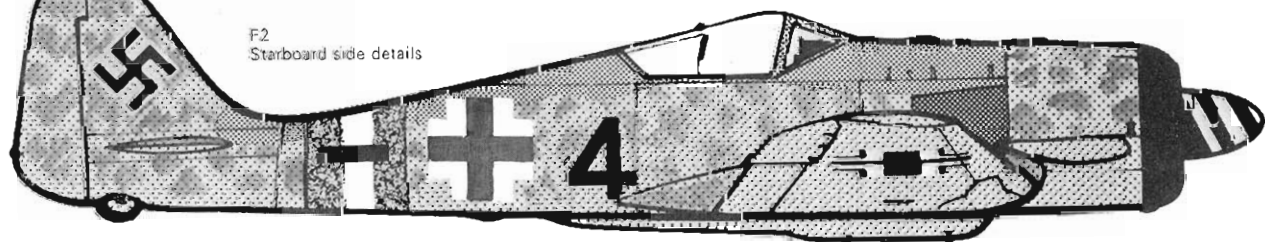
F2
Under surface details.



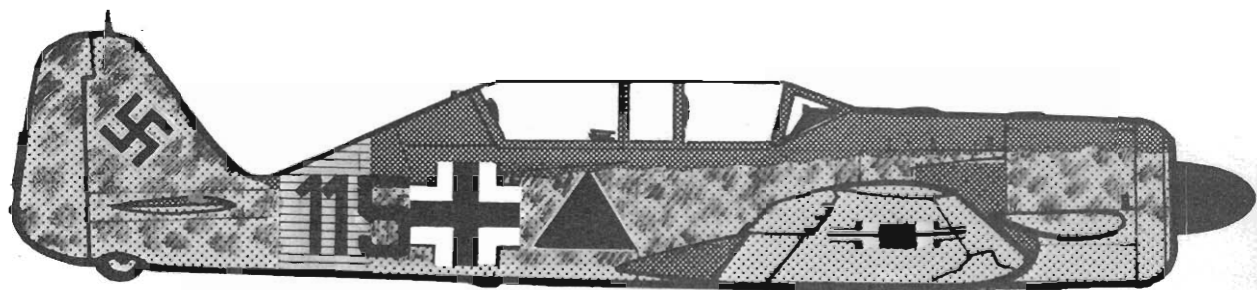
Pale Blue/Grey

Kölle  *alag*

E5
Red with yellow trim,
white shield, black dots,
port side only.



F2
Starboard side details



H5
Starboard side details.



Black Green



Dark Green

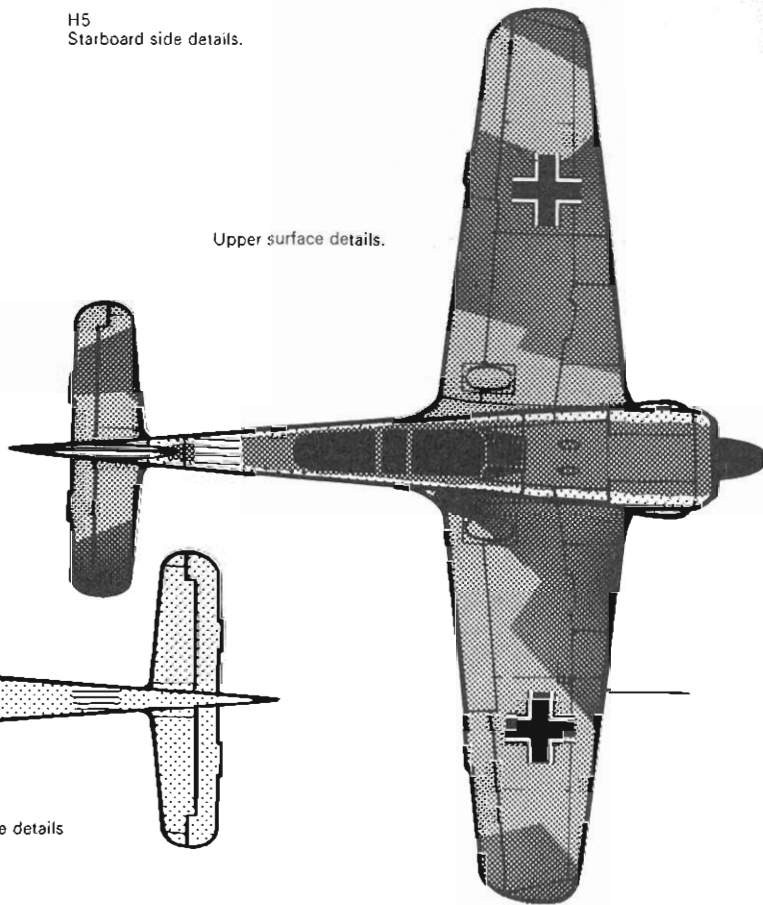


Pale Blue Grey

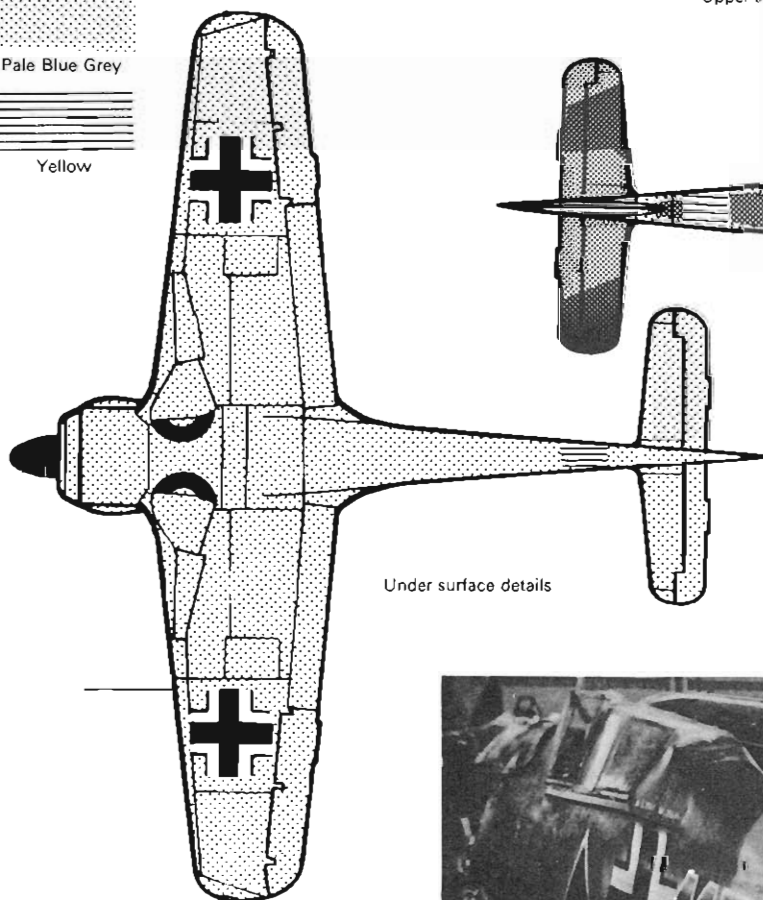


Yellow

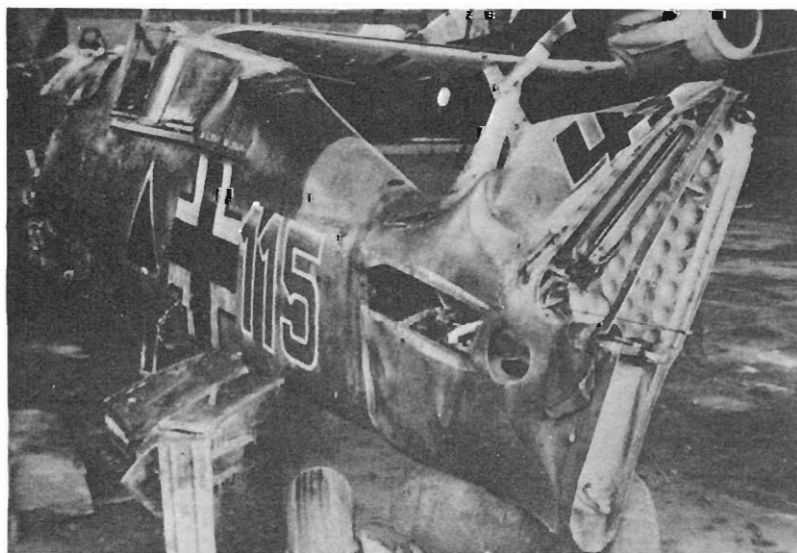
Upper surface details.



Under surface details



From the legend on the fuselage aft of the rear cockpit the remains in the photo are those of a Fw 190S-5, the legend in white block letters reads A-5 2541 29.6.44. Judging from the black triangle on the fuselage this two-seater may have in fact been used as a conversion trainer by some Schlachtgeschwader converting from the Ju 87 to the Fw 190. This aircraft probably had yellow wing tips also.



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- S20 Luftwaffe: Vol. 4
Colour Schemes & Markings

FUTURE TITLES

Junkers Ju 88/188/288/388

Front cover, top to bottom:

FC1 Fw 190A-3, I/JG 1. Flown by the Gruppen-Adjutant, summer 1942.
FC2 Fw 190A-4, I/JG 54 "Grunherz". Flown by the Major beim Stab.
FC3 Fw 190A-4, I/JG 54 "Grunherz".
FC4 Fw 190A-5, I/JG 51 "Molders". Central Front, early 1943.